The Commercial Car Journal

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The Field of the Electric Truck

The Electric Truck is the Logical Unit for the Short-Haul, Frequent-Stop Route. It Was Never Intended to Compete With the Gas Truck

THE electric truck is fundamentally a city delivery truck. Its range ties it to a radius of from 15 to 20 miles from the garage or loading platform. Within that territory its economy makes it advisable to use it wherever possible.

How much business falls within the 30 or 40 miles a day classification? Electric truck advocates claim 75 per cent to 85 per cent of all city delivery.

Its biggest users at present are bakeries, laundries, express and warehouse companies, department stores and retailers, dairies, ice cream, and public service companies. It is admirably adapted to the delivery of coal and ice and indeed any type of city delivery where delivery or traffic stops are frequent and on which the routes are less than 40 miles long for light or 30 miles for heavy delivery. Such routes comprise the majority of all city routes.

Bakers Large Users of Electrics

Bakers need no additional evidence as to the value of the electric truck. It is more extensively used here than in any other field. There are between 500 and 600 electric trucks in use by the bakers of New York City alone.

Delivery costs the baker 20 cents out of every dollar he receives. The average bakery route is 16 miles long and 85 per cent of all bakery routes fall within the electric truck radius. The electric trucks used range from ½ to 1 ton capacity. The cost of current on a bakery route is about $68 per year. Battery renewal runs about $135 annually.

As wholesale routes have from 60 to 90 stops and retail routes run about 200 to 250 stops—the electric costs much less to run than the gas truck, as its power can be snapped

Some of the Electrics Employed by the American Railway Express in the Philadelphia Territory
Approximately 1400 are used by this organization throughout the country

on and off whereas the gas truck engine is practically always left running. As compared to horse and wagon, it saves a sum equivalent to 2½ to 3 per cent of the bakery's gross business for the year.

Laundries Have Short Routes

Delivery costs the laundry owner 23 per cent to 28 per cent of his gross receipts. The delivery problem is similar to that in the bakery field but the proportion of long routes is somewhat smaller. Eighty to 90 per cent of all laundry delivery can be handled with electrics. The average route is about 14 miles long. The trucks used are ½ ton, ¾ ton and 1 ton sizes. The saving varies from 2 per cent to 7 per cent of the total business done.

Express companies are probably the biggest users of electric trucks next to bakeries, there being nearly 600 electric trucks in the fleets of 24 express and warehouse companies in the New York City territory. The 2 ton truck is the size commonly used. As the expensive horse-drawn wagons still used by express companies wear out, they will probably all be replaced by electric trucks, as this field keeps costs and is sold on the electric truck to a greater extent than any other.

As Compared to the Team

Between 70 per cent and 80 per cent of all ice cream routes can be run by electric trucks, the remaining 20 per cent to 30 per cent being long hauls to suburban and country points.

The loads are very heavy in this field, 3½ ton trucks being most in demand. As the comparison is between truck and team rather than truck and single horse—the cost comparison is even more favorable to the electric truck than in other fields.

The electric truck is subjected to severe overloading in the ice cream field and where possible the 5-ton job should be sold. Delivery cost in this field ranges from 25 per cent to 30 per cent.

The department store field is another field in which the electric truck is firmly established. Such nationally known stores as Marshall Field Co., Gimbel Brothers, R. H. Macy & Co., John Wanamaker, L. Bamberger & Co., Abraham and Straus, H. Batterman & Co., Altman's, McCreery's, Saks and many others use them. In New York alone 18 department stores use over 400 electric trucks.

Department Stores Sold on the Electric

After the express companies, department stores as a class have gone farthest in the analysis of their delivery cost and are sold on the electric truck. Selling to them is rather a matter of route analysis than cost analysis.

In the dairy field, for house to house delivery, the electric truck has only one rival, the single horse wagon. It may be stated with approximate accuracy that on any route long enough to justify the gas truck, milk could not be sold at a profit. Delivery costs about 25 per cent of gross income.

¶ Over 500 electrics alone are used by bakers in New York City.

¶ 80 to 90 per cent of all laundry deliveries can be handled by the electric truck.

¶ 70 to 80 per cent of all ice cream routes can be run by electrics.

¶ There is room for 100,000 electrics in the milk field—this field offers big opportunities for the energetic dealers.

¶ The electric truck is the logical unit to replace the horse and team. It is not a competitor of the gas truck in its proper field—the short-haul, frequent-stop route.

Dairy routes are usually short, ranging between 8 and 11 miles. The electric truck gets over the route quicker than the horse that knows the route and enables the driver to make 15 per cent to 25 per cent more deliveries. The cost of current averages about $90 a year.

Dairies which use electrics also report that their patrons appreciate its noiselessness and complain if the electric is temporarily replaced by horses.

The electric truck increases profits in the dairy business by 10 per cent to 25 per cent, depending on circumstances and gives considerably better service.

Milk Business Offers Big Outlet for Electrics

The milk business offers a great future field for the electric truck and one that the gas truck has barely succeeded in scratching. Here alone is room for 100,000 electric trucks.

The delivery of ice is a very much neglected field for which it is admirably adapted. The hauls are short, the loads heavy and the competition against teams and wagons where the cost comparison is more favorable than on any other basis. Delivery costs around 45 per cent of gross receipts. On the average team route the electric will save from 25 per cent to 35 per cent on delivery cost.

This field should be cultivated vigorously as it affords room for at least 50,000 electrics without displacing a single gas truck. Properly stored and cared for an electric should last 20 years in this seasonal business.

Coal delivery is another field which has been neglected by the electric truck salesmen but to which the electric is well adapted. Delivery in this field runs about 15 per cent of gross receipts.

Practically all city coal delivery falls within the range of the electric truck. Here again the electric truck encounters the two-horse wagon and big gas trucks as competitors.

The running cost of the electric is always much less than the team—in the case of the quality gas truck the initial expense also is little if any higher.

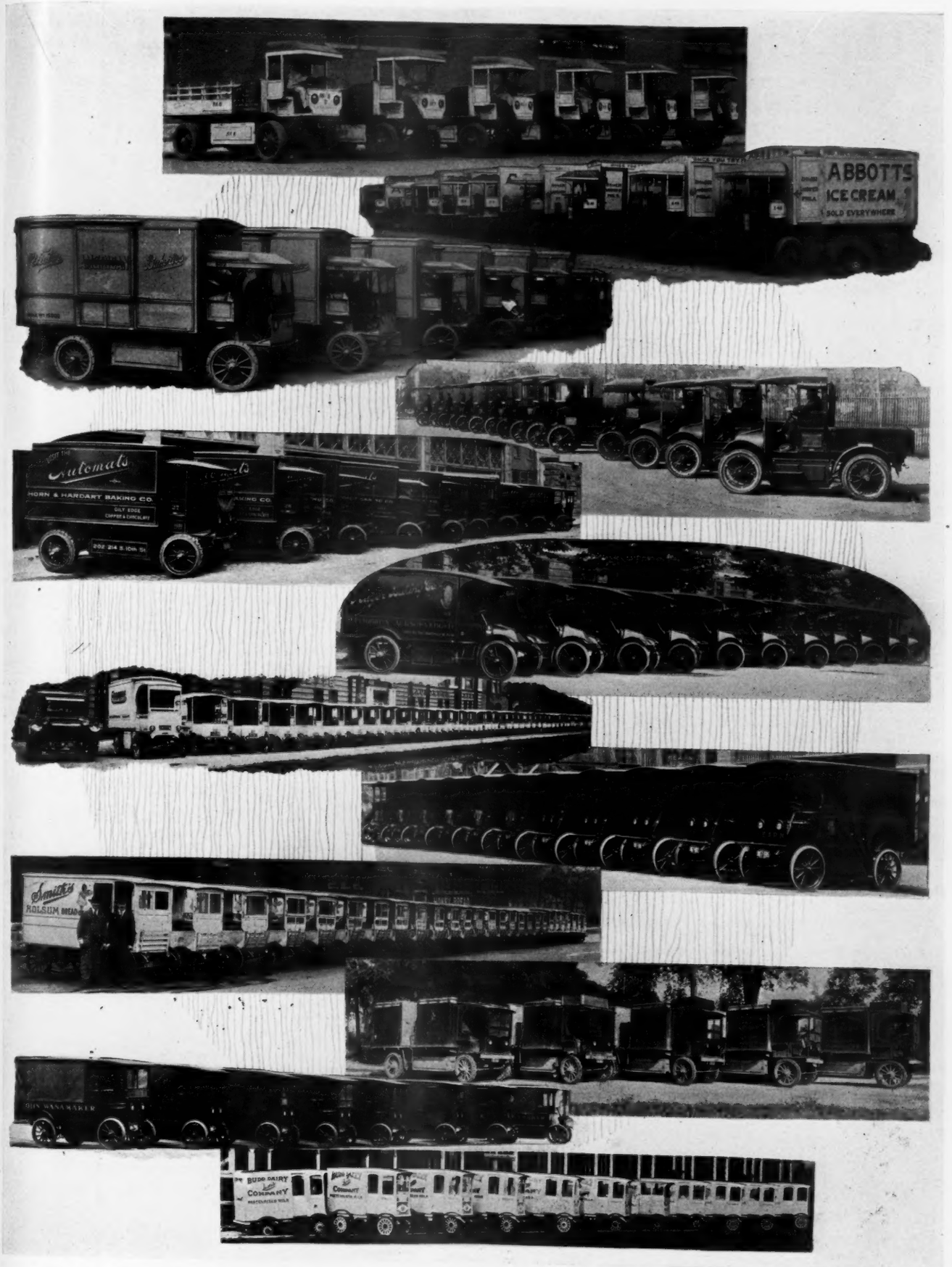
Some of the remaining electric truck prospects are public service companies, publishers, wholesale grocers, packers, confectioners, bottlers, wholesale tobacco, drug jobbers, post office departments, etc.

In fact, any concern which has routes falling within the electric's range should use electrics.

The very reliability and sturdiness of the electric has caused it to be neglected for one important feature—reserve equipment. The writer has in mind a bakery which uses 15 electrics for 15 routes and over 40 gas trucks for 23 routes; a laundry which uses 5 electrics for 5 routes and 15 gas trucks for 9 routes. It may be stated that the majority of electric truck users carry no reserve equipment. This is wrong and it is up to the electric truck dealer to prove it. There should be at least 21 electrics for every 20 routes and 11 electrics for every 10 routes would be better.

The reason this has not been done is that the electric's retirement for painting and overhauling can be controlled by the user whereas he carries his other reserve equipment to cover breakdowns.

However, as a gas truck's expenses on an electric truck route are considerable higher, careful analysis will show the expediency of carrying reserve electric equipment.



Proof That Those Who Have Investigated the Advantages of the Electric Are Satisfied

The mere fact that the Electric Fleet can be found in most every line of business indicates that the electric has those qualifications which make it economical in city work

The Characteristics of the Electric Truck

This Article Answers Many Questions for the Dealer Who is Contemplating Handling a Line of Electrics. It Shows Why the Selling of Gas Trucks and Electrics by the Same Dealer Will Cut Down His Overhead and at the Same Time Make Him a Better Dealer and a Merchandiser of Transportation

WHEN a gas truck dealer takes on a line of electrics, both he and and his salesmen are already equipped with much of the mechanical knowledge that they will require to sell electric trucks. Many of the mechanical features of the electric truck and the gas truck are similiar. For example, the frame, shafts, drive, steering gear, springs, braking apparatus, joints, lubrication and bearings do not differ in any essential on both trucks. The electrical system of the electric truck is so similiar in principle to the starting and lighting system of a gas truck, that it might be termed its "Big Brother." It is bigger, yet simpler, because the demands made upon it are fewer.

The drives in the electric truck field include the same types as are used in the gas truck field, such as the well-known worm drive, bevel gear drive, double reduction chain drive, two and four motor drive, balance gear drive, etc. Most of them are familiar to gas truck salesmen and dealers. They know how to explain them, and the dealer's mechanic knows how to service them.

Selling Transportation Produces Results

In most cases, gas truck salesmen know something about selling transportation instead of simply selling trucks—how to analyze routes, how to analyze costs and on what data to recommend one type of truck instead of another.

The main difference between the average gas truck salesman and the average electric truck salesman is that the latter is unusually much better schooled in selling transportation. There are more fleets sold in the electric truck field than there are in the gas truck field in proportion to the total number of both trucks built yearly. It is the custom in the electric truck field to look upon the delivery problem as a whole, analyze all the factors carefully, and show the prospect the savings in dollars and cents that the electric truck will make for him. That is why electric truck salesmen wipe out twenty-five, fifty and one hundred horse routes at a clip. They are able to prove that electrics are cheaper.

What the Salesman Must Know

Hence the dealer who takes on a line of electric trucks should be prepared to sell on a transportation basis. Incidentally, this more thorough selling method, once his salesmen have become trained in it, will be reflected in increased gas truck sales, for gas trucks should also be sold on a transportation basis.

This means that the three big classifications of delivery expense, investment, operation and maintenance, must be thoroughly understood.

The salesman must know how to figure the total cost of horse installation, electric truck installation and gas truck installation. He must know every item of investment, because if he does not, his prospect is going to forget some expensive ones when they compare the cost of horses and wagons or gas trucks with electrics.

He must also know the cost of operation for all three vehicles—how much it will cost to keep a horse in feed and bedding, how much it will cost for gasoline to run a certain route, and how much the electric will cost for current and battery expense.

He must know the probable life of the horse, harness, wagon, gas truck and electric truck. He must have an idea of the cost of overhaul, of caring for horses, etc.

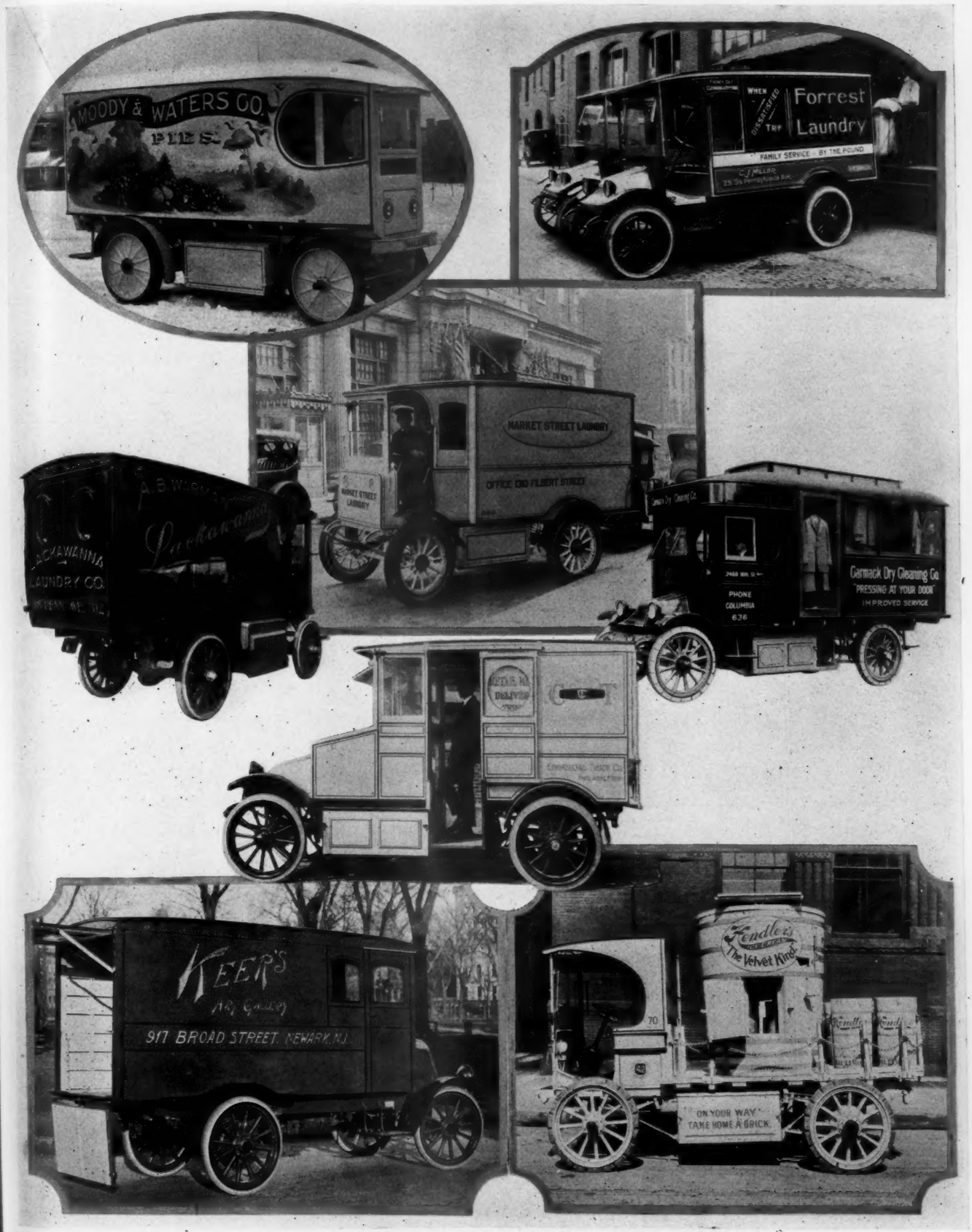
In a word, in selling electric trucks, he must go further than merely knowing his truck. He must know all about the forty odd items that make up delivery expense.

A selling point that cuts down the investment cost of the electric truck is the small housing space it requires. Many electric truck users store their trucks at the loading platform, as there is no fire risk or danger from freezing. In the garage the electric truck takes up less space than the gas truck and only from a third to a fifth of the space of stable, wagon house, harness room, hay loft, etc.

The Question of First Cost

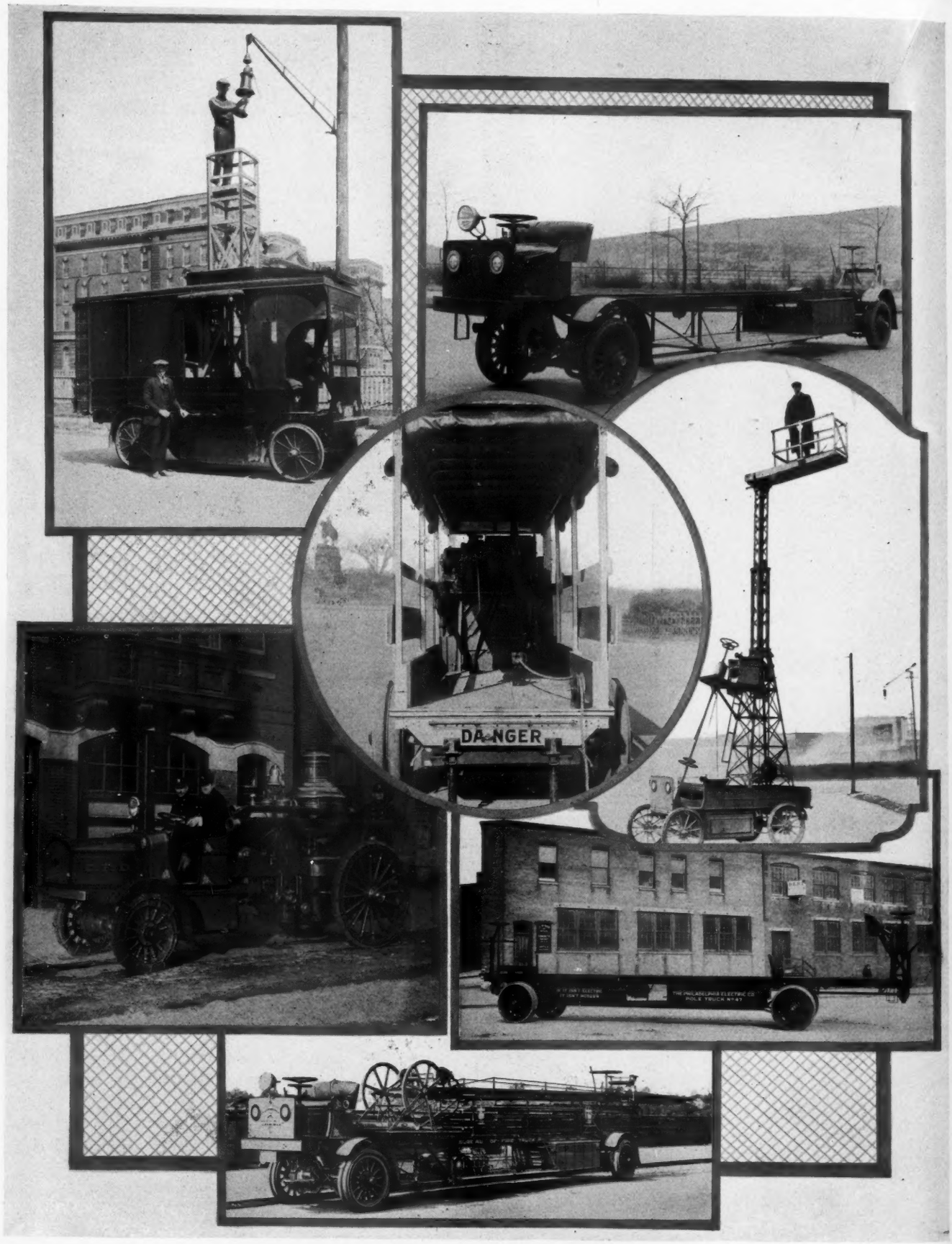
There is a great deal of confusion among buyers regarding this first cost item which it is up to the electric truck dealer and salesmen to dispel. When you add to the cost of horse and wagon, the cost of harness, blankets and the extra housing

Five-Ton Walker Electrics Carrying Glass Lined Milk Tanks
This is half of the fleet of eight electric trucks used by the Rieck-McJunkin Dairy Company of Pittsburgh



Some Special Body Designs Mounted on the Electric Truck Chassis

The advertising possibilities which the body affords have here been recognized. The Moody & Waters Co. truck, is one of a fleet of nine, owned by this prominent Chicago pie-baking concern. The Lackawanna laundry job shows a special panel job designed by Fitz Gibbon & Crisp. The Garmack Dry Cleaning Co., uses this electric as a portable tailor shop. This vehicle is fitted with all the necessary apparatus for pressing clothes while the owner waits. The vehicle battery supplies the juice for the electric irons. The body with the drop center frame shows a convenient body for the delivery of milk on retail routes. This design gives the milk man easy access to all parts of the body. A door at the rear permits the empty milk boxes to be loaded into the rear and the full ones brought forward. The body at the lower left is designed to carry practically any size picture or painting. Strips on the inner sides of the body, about 3 in. apart, are set in flush with the upright but clearance is provided between them and the panel to allow for the passage of ropes so as to tie any size picture up at the sides. The rear door is designed to go up to a perfectly straight position as shown to allow for extra large picture crates to extend out on tail gate.



The Electric Truck in Municipal and Public Service Work

Many dealers have an idea that the electric truck is used mostly for the regular run of commercial hauling and that it is not adaptable for other service. These illustrations show the electric truck doing the unusual type of work. Trimming street lamps, repairing trolley wires, laying underground electric cables are all jobs in which the electric truck is performing economical service. Electric service corporations have been using electrics all over the country for years. Even fire apparatus is being operated by electric power. The electric truck is therefore applicable to all kinds of city service.

space, there is very little difference between the cost of installing electrics and keeping horses. Of course, many users **will say that as they already have all these things,** it costs them nothing extra. Almost invariably, however, when they go into the matter, **they find that they can make very good use of the extra housing space,** which is usually worth, at present day prices, two or three times what it cost them to build.

The same thing is true of gas trucks. Electric truck chassis cost no more than the chassis of gas trucks of equal quality. Battery expense is an operating item, and should be included in operating costs. If you add to the cost of the trucks, the garage space, gasoline tanks and piping, and machinery necessary to the upkeep of the gas trucks, the figures will not favor the gas truck as compared to the electric.

The Factor of Depreciation

Statistics show that the service life of horses in frequent stop or short haul city delivery, ranges from four to six years. It is customery to charge them off at twenty per cent annually. Some horse owners may say that they have horses that give service for a longer period than five years. It often happens that horses fall victims to disease or accident in a short time, and this counterbalances the long lived horse. Take it all in all, twenty per cent is a fair figure and should stand. Statistics show likewise that all gas cars average five years' life. The cheap light variety of gas truck in frequent stop service averages much less. Trucks of good quality that are properly maintained, may go over this figure, but all gas trucks put together, average five years. Business men usually depreciate them at twenty per cent to thirty-three per cent a year, depending upon the make.

Electric trucks can be safely depreciated at seven and a half to ten per cent per year, depending upon the character of the business. In other words, if an electric truck did not last ten years, its maker would be ashamed of it.

In fact, the real life of the electric is not known today. As Mr. Paul Karst, Superintendent, American Railway Express Co., Philadelphia, recently stated in a lecture: "Going into the matter of the life of the electric truck, I would like to call your attention to the fact that we have street electric trucks dating back twenty years, which trucks are rendering perfect satisfactory service today. The life of an electric truck is problematical. What it will be, we do not know as yet."

A Comparison of Costs

The electric truck is by far the cheapest, handiest and most reliable vehicle for frequent stop city service. The power of the electric truck is shut off at every delivery stop and in every traffic stop. There is no wear, tear or waste going on, and no consumption of power excepting when the truck is in motion.

It gets away faster than the gas truck because there is no gear shifting. The driver jumps in, throws his lever a notch ahead, and the truck moves slowly. He throws it ahead a little more, and it moves faster, or he can go right through from neutral to high speed in one motion. This motion corresponds to the motion used in putting on the emergency brake of a gas truck. It is an even motion with four clicks, indicating different speeds, but the notches don't retard the lever. They can be easily passed over. That is why the electric truck gets away quickly.

Current, oil and battery expense for an electric, cost less than either gasoline and oil for a gas truck or feed and bedding for horses doing equivalent work. It should be remembered that good practice demands that thirteen to fifty per cent reserve horses be kept and counted in the expense of each horse route. On hard routes, as many as one hundred per cent reserves are sometimes carried.

Electric truck tires cost less than gasoline truck tires and only a fraction of the cost of horse shoes.

The electric requires less garage help to care for it than either gas trucks or horses. It is naturally clean. Charging is as easy as plugging in an electric fan. When the battery is fully charged, it cuts off automatically.

Records of upkeep cost always reveal startling figures in favor of the electric truck. Rotary motion is the chief factor in its mechanism. As anyone who is mechanically inclined can easily understand, wear and tear can be minimized by the use of properly selected ball or roller bearings or bushings. Such parts can be easily replaced without ripping away anything to get at the point of wear.

Accident and liability insurance cost twenty-five per cent less for electrics than for gas trucks. If such insurance is carried on the electrics, it should be carried on horses and wagons, as statistics show that the latter cause just as many accidents. Theft insurance is unnecessary on an electric. A thief can only run an electric truck until the battery runs down. Electrics are in great demand in Mexico for this reason. In case of Revolution, bandits steal every gas truck they can lay their hands on. When they steal an electric it is easy to recover it. Electrics also lower the fire insurance rates on buildings, as, of course, they remove the hazard of storing hay or gasoline.

The Human Element—the Driver

So far as the human element is concerned, the electric brings a new factor into delivery, with regard to drivers. Unfortunately, some gas truck drivers follow that occupation because they like excitement. They enjoy speeding. They are reckless. Of course they are not an asset to their truck or to their employer. The typical electric truck driver is a quiet, careful man. He has more poise, stability and sense of responsibility. He does not have to be mechanically inclined. There is nothing simpler to operate than an electric. He can be selected for his reliability, honesty and selling ability.

Another favorable reaction of the electric truck on the driver is that its ease of operation keeps him even tempered because it decreases the strain of driving.

These characteristics indicate the similarities and differences in the handling of gas trucks and electrics.

After all, there are only two reasons why you should handle both.

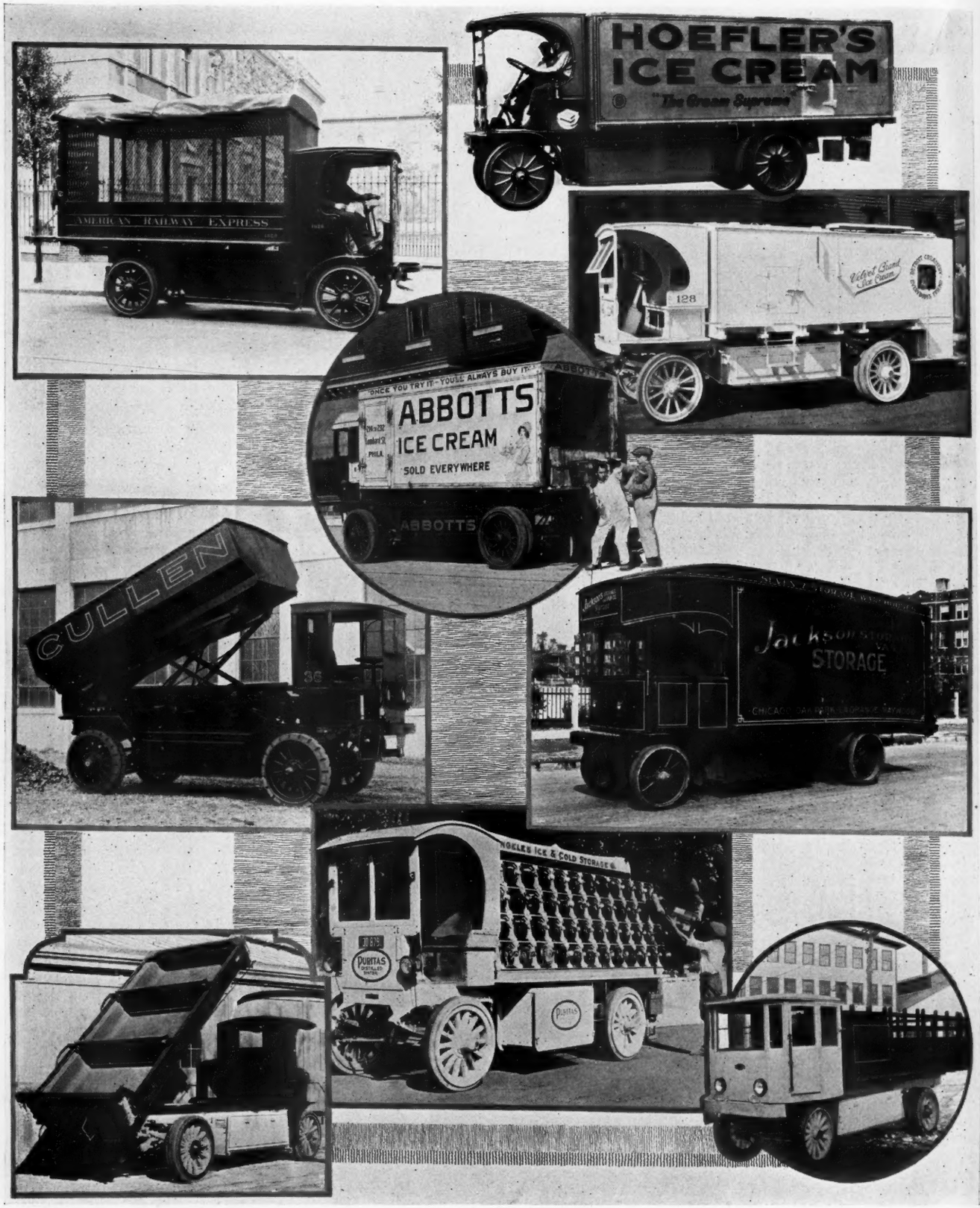
One is because most businesses need both.

The other reason is that handling both will enable you to meet the complete transportation needs of these business men and therefore increase your profits with very little increase in your overhead.

The fact that the gas truck manufacturers are beginning to make electric trucks is merely indicative of the undertow—the interest of business men in the electric truck for the short-haul, frequent-stop routes. Because they recognize that they need both gas trucks and electric trucks, the manufacturers are getting interested and are interesting the dealers, and that is the only reason why you should be interested, plus the fact that your interests leads to profit. When you sell electrics and gas trucks you are not just a truck dealer—you are selling transportation.

This Body Saves Time for the Operator

This is a combination cab arrangement for winter and summer use. The door folds in the center. The bumper also acts as a step. Side curtains can be pulled down quickly when complete enclosure is desired. By stepping in and out of the body from the front much time is saved for the driver.



The Electric Truck in Heavy Duty Service

Three different types of ice cream delivery bodies are shown on this page. This business requires a heavy duty body which must be exceptionally well built and properly lined to protect the chassis from salt water drippings. Quite a bit of experimental work is going on at present to fit such bodies with refrigeration plants. At the present time approximately half of the body space is taken up by ice which must be carried to keep the contents of the body at freezing point. The Jackson Storage Van represents probably the finest body in Chicago. The sign in front above the windshield is electrically lighted. This advertising is worth three thousand dollars a year. This item alone is enough to pay for the truck in three years. The water wagon shows a novel body for carrying 5 gallon bottles of distilled water. This is one of a fleet operated by the Los Angeles Ice & Coal Storage Co. The dump bodies shown are used by prominent coal companies in New York and Philadelphia, respectively. The circle at the lower right shows a 5-ton electric with combination stake and sideboard body with completely enclosed driver's quarters.

Here's a Way to Increase Sales and Profits

Are You Missing This Profitable Business on Short Hauls?

DO you find some of your customers persist in sticking to horse and wagon for short-haul, frequent-stop routes? The table in the center of the page shows a remedy for this situation.

Take Corby Baking Company for example. They have 95 gas trucks and 106 electrics. The electrics did not, for the most part, replace gas trucks. They replaced horses and wagons, which were sold off as fast as the electrics went into service.

Or take National Laundry with 9 horses and wagons, gas trucks and 4 electrics. They are in the same stage of motorization as Corby was in 1921-1922. Mr. Kashman, president of the company, has stated that as fast as electric trucks now on order are delivered, their horses will be discarded until their delivery is completely motorized. This will be done during the current year. **Not a single gas truck will be replaced by an electric—only horses and wagons.**

Or O. H. Geyer & Co. and International Dairy Co. are two completely motorized dairies. The electric truck made it possible. Gas trucks would cost too much to operate for the short trips with 200 or more stops which constitute the average dairy route.

The refusal to replace horses and wagons with gas trucks on such routes is not due to meanness or over conservation. The business man simply says horses are cheaper than gas trucks on short routes.

Take a delivery route from ten to fifteen miles long with from 100 to 200 stops. Running time on such routes averages about 2 hours as against 6 hours' standing time. The gas truck's engine uses up gas the entire eight hours Stopping and starting wears out tires and engine more than eight hours steady running. The expense is heavy. The only possible advantage is slightly higher speed.

Even this advantage can't be counted as sure; in the first place it isn't possible to gain much time by speed when the entire running time is only 2 hours. In the second place the gas truck's speed only averages about 7 to 8 miles an hour on such routes, due to the fact that there is seldom a long enough distance between stops to gather real headway.

The actual running time made by good gas trucks in good condition is 9.3 miles per hour with speed controlled at 25 miles per hour on 4 routes, averaging 22.5 miles in length and 90 stops. On the typical short delivery route their speed would be considerably slower. On such routes gas trucks can only save 20 to 40 minutes over the horse. Shifting gears 300 or 400 times daily imposes a heavy burden on the driver's strength and energy. This burden by slowing him up physically and making the time spent off the truck longer, neutralizes any slight time advantage he gets from speed.

The electric truck with its admitted cheapness of operation is the natural rival to "Dobbin" on the short-haul or frequent-stop route. It beats him on cheapness and ease of handling and is as fast on frequent-stop routes as a gas truck.

That it is Dobbin's master is shown by the fact that the concerns in the table on this page employ only 151 horses and wagons as against 1,474 trucks. The proportion of horses is only 9 per cent, whereas in concerns not using electric trucks, horses generally average 30 per cent to 50 per cent as compared to gas trucks.

The handling of electric trucks by a dealer does not hamper his gas truck sale in any way. The two types of equipment are mutually supplementary; neither will furnish complete transportation service without the other.

Handling both gas trucks and electrics enables the dealer to "make two blades of grass grow where one grew before"—replacing his customer's horses and wagons on short haul or frequent stop routes.

Proportion of Horses, Gas Trucks and Electrics in Certain Fleets*

Name	Horse and Wagon	Gas Trucks	Electric Trucks	Percentage
Atlas Powder Co.	1	0	1	50
Blakely Laundry Co.	0	7	12	63
Bowe-Perry Pie Co.	5	3	12	60
The Breakers Hotel Co.	0	2	3	60
The Budd Dairy Co.	23	0	17	42.5
Cablish Bros.	0	1	4	80
Edward Callan	0	2	5	71.4
Campbell Baking Co.	0	4	6	60
Central Laundry Co.	3	5	15	65
Chalmette Laundry Co.	0	8	45	85
City Baking Co.	32	77	174	61.4
Consumers Baking Co.	0	52	93	64
Corby Baking Co.	0	95	106	52.7
Crawford Laundry Co.	4	3	7	50
Family Laundry	0	6	10	62.5
French Laundry	4	6	5	33.3
O. H. Geyer & Co.	0	0	5	100
Greissel Bread Co.	2	8	8	44.4
Jersey Bake Shops	0	2	23	92
Hydrox Co.	0	16	43	73
Ideal Laundry	4	6	10	50
Imperial Laundry Co.	0	2	33	94
International Dairy Co.	0	0	30	100
Kean Bros.	1	2	3	50
King's Model Laundry	7	3	14	58
Kolb's Bread Bakery	0	10	31	75.6
Louttit's Hand Laundry	22	13	24	40.7
Mills Baking Co.	0	33	87	72.4
Model Steam Laundry	0	3	6	66.6
Monteleone Laundry	0	4	7	63.6
Nafziger Baking Co.	0	4	9	69.0
National Laundry	9	4	4	23.5
Perfection Biscuit Co.	0	1	6	86
Pilgrim Steam Laundry Co.	0	4	41	91
Sanitary Steam Laundry	0	4	5	55.5
Troy Pearl Laundry	0	9	11	55
United Laundries	18	20	44	53.6
Van Thun Bros.	0	0	4	100
Harry Webb Co., Ltd.	5	0	39	88.6
American Bakery	11	14	39	61
Total	151	433	1041	

*Courtesy Ward Motor Vehicle Co.

Stage All Set for the New York Electric Truck Show

The Vocational Selling Idea Will be Emphasized by Designating Certain Days for Certain Industries. This Show Will Afford a Wonderful Opportunity for Dealers to Study the Electric Truck and Its Proper Application

NEW YORK City's Annual Electric Truck Show will be held again this year in the showrooms of the New York Edison Company, Irving Place and 15th St., April 19th to 25th. The plans provide for what will be virtually an Electric Truck Week, introduced by an Electric Truck Parade down Fifth Avenue on Saturday, April 19th, with each day designated to show the application of the electric truck in a specialized industry and to include further an Electric Truck Luncheon under the auspices of the New York Electrical League on April 23d.

Special invitations have been issued to users of transportation in the metropolitan district, asking that they attend the show on the days set aside for their particular industry. In this connection special charts are being prepared "in the language" of laundry users, bakery users, etc.

The following schedule has been decided upon:

April 19, Warehouse Day
April 21, Department Stores Day
April 22, Laundry Day
April 23, Public Service Day
April 24, Bakery Day
April 25, Ice Cream and Dairy Day
April 26, Provision Dealers' Day

Supplementing general information regarding the cost of deliveries, the logical application of electric trucks on short-haul frequent-stop routes, admitting the field of the gas truck for the longer routes, special preparations have been made to introduce charts and information of a particular nature on each of the specialized days. The baker's dollar will be divided showing the percentage of income paid out for deliveries, as will the laundry dollar, ice cream dollar, etc., on the days devoted to those industries.

Electric Truck Week will be formally opened with an Electric Truck Parade down Fifth Avenue on Saturday, April 19th. Many special features have been planned for this demonstration to impress the public with the importance of the electric truck as a delivery unit in our great national transportation system. Approximately 500 electric trucks will be in line, some of which have been in continuous daily operation for 25 years.

PARTIAL LIST OF EXHIBITORS AT NEW YORK ELECTRIC SHOW

Allen-Bradley Co.
A. and J. N. Anderson Co.
Autocar Co.
Baker, R. & L.
Commercial Truck Co.
Cutler Hammer Manufacturing Co.
Edison Storage Battery Co.
Electric Storage Battery Co.
General Electric Co.
General Lead Batteries Co.
Gould Storage Battery Co.
K W Battery Co., Inc.
Lansden Company, Inc.
Metropolitan Battery Service Co., Inc.
O. B. Electric Vehicle Co.
Philadelphia Storage Battery Co.
Sangamo Electric Co.
Otto Sarvas
Walker Vehicle Co.
Walter Motor Truck Co.
Ward Motor Vehicle Co.
Westinghouse Electric & Manufacturing Co.
Yale & Towne Mfg. Co.

Charles R. Skinner, Jr., of the New York Edison Co., has communicated with every electric truck user in this territory to find out where the "veterans" are, meaning by "veterans" electric trucks that are ten years old or older. The first division of the parade will be the veteran's section. It is hoped to have the parade led by a veteran of veterans—an electric truck that is more than 20 years old.

Following the veteran division will come the various industry divisions, grouping all of the laundries together, all of the bakeries together, all of the express trucks together, all Central Station trucks together, all of the department store trucks together, etc., and each exhibitor will be encouraged to have a display on one or more of his trucks saying something about how many electrics he has and what they have accomplished.

Each day during the Show has been set aside for the emphasizing of a particular industry. On that day there will be displayed at the entrance to the show something of particular interest to that industry. For instance, if it is the milk industry, we will have signs referring to the electric in the dairy business.

Wednesday, April 23d, will be Public Service Day. On that day, the luncheon meeting of the New York Electrical League will be devoted to the electric truck as a transportation unit, and its importance in terms of a battery charging load to the central stations. Major E. C. Church, Transportation Engineer, N. Y. Port authority, will speak on "Freight Handling and Transportation."

The Society for Electrical Development and the Electric Truck Transportation Bureau of the N. E. L. A., are co-operating in this educational show which has been designed primarily to educate the public to the use of electricity in this phase of transportation and to emphasize the increased use of electric trucks on short haul frequent stop delivery routes.

Commercial Car Salesmen Find New Field in Desert

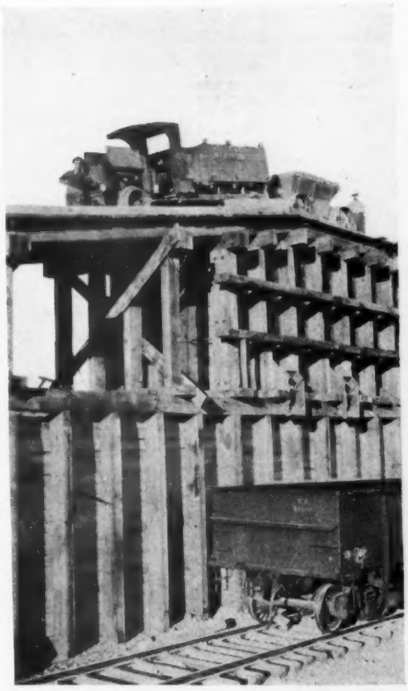
Adaptability of Truck Makes It the Ideal Transportation Unit for Flat, Sandy Country. Caterpillar Tractor Can be Used to Negotiate the Hills

By H. H. DUNN

THE American desert, once dreaded by all motorists, is proving to be one of the best fields for the sale of motor trucks and tractors yet opened outside the large cities. Virtually all the hauling in the desert sections of seven western states is being done by trucks where there are roads or where the country is level, and by caterpillar tractors in the hills and mountains, or in the valleys where deep sand or wide and changing creek beds make difficult the use of the motor truck.

One California truck salesman sold twelve trucks and nine tractors on the Colorado desert in 1923, and all his selling was done in January, February, March, November and December, the remaining seven months being so hot that he could not safely change from the coast to the desert. Another salesman, in January, 1924, sold four caterpillar tractors to one mining company on the Nevada section of the desert, to which he took a week-end vacation trip to look at a hole in the ground in which he had bought stock. His commissions on the tractors paid him more than three times what he had paid for the stock in the "mine."

The old six, eight, ten and twenty mule teams which once did virtually all the hauling on the desert have disappeared, the last one going out of existence at Johannesburg, California, in December 1923. The motor truck and tractor have put them completely out of business. Greater speed, lower cost of operation, and much greater hauling power are the factors which have made the truck and the tractor supreme on the desert. Though, hitherto, owners of mines and other properties on the desert have had to go to San Francisco or Los Angeles when they wanted a truck or a tractor, within the past year the commercial car salesmen have invaded the desert, and two, from San Francisco, are devoting all their time this spring and fall to that part of the Colorado desert which lies within California.



Dumping Ore From Truck and Trailers at a Railroad Siding on the Desert, After Hauling the Rock Twenty Miles From the Mine.

At Calexico, an American company interested in producing cotton just across the line in Lower California, has found that one caterpillar tractor handles daily between field and gin as much cotton as 144 mules handled before the tractor was introduced. Two men handle this tractor and 18 trailers, each carrying 3,000 pounds of cotton, and making four trips a day between field and gin. Thus, 72 trailers are hauled in a day. To haul this number by mules, four mules pulling two trailers and making two trips a day, required 144 mules. There were two men to each mule team, so 72 men were employed. Today, one tractor and two men do all the work of 72 men and 144 mules, at a cost about 40 per cent less.

Up to about a year ago, all the borax handled out of the desert, and virtually all the building materials, machinery and food supplies taken in were hauled in huge wagons, two to a train, pulled by twenty mules, a large water-tank-wagon being hauled in addition. Today, one motor truck, with caterpillar equipment on the rear wheels, handles four such wagons, each wagon holding more than the original mule wagon. The truck makes the trip of the 20-mule team in less than one-half the time the mules required. Two men were employed with the 20-mule team,

Caterpillar Tractor and Eighteen Trailer-Wagons

This unit replaced 72 men and 144 mules in hauling cotton from the field in Lower California to the gin in Calexico, Cal. Two men operate this outfit which makes four trips a day, at 40 per cent less cost

For Borax Mining

Type of road-laying tractor and trailer used in picking up borax at the mine dump and hauling it to a railroad on the desert. This tractor requires no road and can take the shortest line to its objective.

and two are employed with the tractor, so there is no saving there, but the reduced cost of operation and the greater quantity of material hauled, combined to save about 45 per cent on these longer hauls. Borax is one of the principal productions of the American desert, coming from both the Nevada and California sections, and new deposits of it which could not be worked before owing to lack of transportation, have been opened by trucks and tractors laying their own roads, to such an extent that the cost of production has been reduced some 20 per cent.

While the caterpillar tractor, and the truck equipped with caterpillar attachments on the rear wheels, are principally favored for desert use, the ordinary 10-ton truck, without special equipment is today the largest factor in building roads into all parts of the desert. Death Valley has yielded to this development, and this year it will be possible to drive a truck or passenger car into the muddy mountains of Nevada, the most barren and roughest part of the desert. Indeed, for the next decade, the American and Colorado deserts should prove most active fields for the truck and tractor salesman who is not afraid of long trips, who knows his machine and who can survive the discomforts of desert travel.

Truck and tractor dealers who have opened this field declare the months for sales in the desert are January and February in the spring, and November and December in the fall, with some business done in March, though the heat in the desert is too great for most of the remainder of the year to transact business or to travel in safety. Men inured to the deserts work there all year 'round, but the business of taking trucks or tractors on demonstration tours in the other seven or eight months is not only troublesome but actually dangerous.

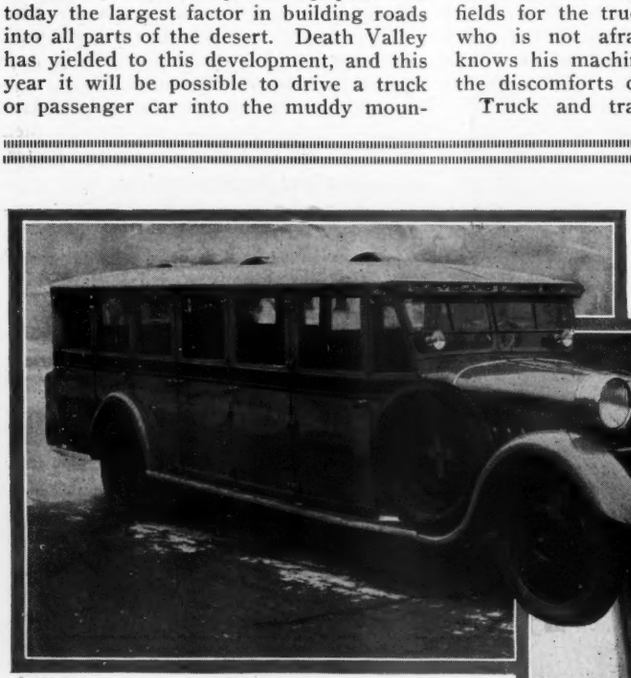
These dealers have found that the best way to make such sales is to take the commercial cars and tractors to the prospects on the desert, rather than wait for the prospects to come to the dealers in the coast cities. A demonstration train of trucks of several sizes and of tractors of several kinds, to tour all parts of the desert in which there is any mining or ranching activity, is being planned for this winter by several dealers in San Francisco.

A Track-Laying Truck

New motor trucks of peculiar design which have been installed, hauling freight to the desert mines and ore out of them. Note that this is the kind of truck which lays its own track for the hind wheels and that the trailers have very wide wheels, built to work through sand.

A White Model 50-A DeLuxe Bus

Exterior and Interior View of the Latest Achievement of the White Company, Cleveland, Ohio



This Bus Holds Twenty-Two Passengers

This new model, running between Cleveland and Akron, has the following general specifications: Overall length 18½ ft.; overall height from top of running-board, 66 in.; overall width, 84 in.; width of doors, 31 in. Easy access and exit for passengers and the inclusion of a number of excellent equipment features are some of the noteworthy details in the design of this bus.

Alabama Finds New Markets for Motor Truck Sales

Truck Transportation Being Used to Further Education in the South. Dealers Awakening to the Possibilities for Good Business in This New Market

By H. BETHEA

IN Alabama the rolling school, which is moved about on a truck, and the school bus used to transport the children of the rural districts to and from the community schools have opened up two undeveloped markets with great possibilities for the progressive truck salesman. Still another is beginning to show signs of life, the library on wheels which makes its way into the rural communities to bring books to those living away from the centers of civilization.

The possibilities for the development of these lines in Alabama are enormous, and the condition which prevails in this state is no less true in other Southern states, probably in all states where agriculture is the main industry and where the distances between settlements, schools and other centers of learning are great.

To narrow it down to Alabama, which is a state of sixty odd counties the business of opening the school truck field in this state alone is one which might well occupy a substantial sales force several years. The problem of transporting the school children to and from schools in the rural districts, if it was done thoroughly would take hundreds of trucks. In Jefferson County alone they are using twenty-five trucks to accomplish this work while in Montgomery County they are using thirty-five. Both counties need more. Other counties have one or two trucks and are thoroughly sold on the idea of truck transportation for school children, but so far they are not sold on the trucks.

Letters to county superintendents of education in the various states might prove a very productive investment of stamps, paper and time.

These letters might be followed up by letters from the salesmen in the various cities of the states and calls might follow the second letters. This market will best be reached by direct mail because it is so scattered—direct mail backed up by national advertising in well-known publications.

Still another angle of the usefulness of the truck in education is the farm school which is being used in Alabama. Both the Tuskegee Institute for negroes and the Alabama Polytechnic Institute at Auburn for white boys and girls are sending out these farm school trucks.

The Auburn trucks are teaching farming methods in various parts of the state and their work is efficient but the state is inadequately covered because the necessary equipment is lacking.

The truck which was donated to the Tuskegee Institute by negroes of the state is doing agricultural and extension work out of Tuskegee. It too is the first unit of a fleet which the institute hopes to have working some day in the rural sections of the state. When this ideal is realized the country negroes who must stay on the soil and not afford to go into established institutions will have a chance to improve their condition through new educational opportunities.

The third and last field which has been opened up is the public library on wheels. The library truck has recently been started through the co-operation of the Birmingham Public Library and the county board of education of Jefferson County in Alabama. The first of these trucks is now running. Its work is to carry books to and from the public library to the various community centers in the county. About two dozen of these community centers are now being served but there are many others that might be served if there was sufficient equipment in the county to serve them.

So far this is the only library on wheels that is operating in Alabama but the possibilities for this development are enormous, just as they are in the field of children transportation and in the farm demonstration school which comes to the farmer's door.

The dealer not only sells trucks through these channels but he opens up a great advertising field for himself as well. The farmer who is taking instruction from a farm school on wheels will naturally be impressed with the truck which is carrying the school and his needs in the line of trucks grow as his knowledge and proficiency in farming increase.

The farmer who sees his children hauled off every morning in the school truck naturally thinks, when his business begins to grow, that a truck like that would be a good thing for him to have to haul his milk and produce to the market. He will inquire of the driver and look the dealer up next time he goes to town, as soon as he finds that he can afford a truck. If the dealer has been bombarding him with literature, as he doubtless has, he is still more impressed with the truck when he sees it draw up to his door and takes his children in.

The market is a steady one and one which will increase with time. It has not been developed to the extent that it might have been simply because there has been plenty of business to occupy the truck dealers who they have not realized its possibilities. In Alabama, however, the dealers are beginning to wake up. They are putting school officials and library officials on their mailing lists and they are keeping the mails full of literature. They are preparing the way for a development which is bound to come.

Now the Motor Truck Fits Into the Educational System of the South

Fourteen new school trucks which were delivered in Jefferson County at the beginning of the recent school term. With the addition of these new trucks the fleet owned by Jefferson County now numbers twenty-five.

Ten Per Cent Selling, Ninety Per Cent Keeping at It—

Is Right Proportion for Truck Salesman, Says W. A. Casey, Sales Manager of White Motor Truck Sales, Detroit, Who Believes Zoning Plan the Only Method for Keeping in Close Touch With Prospects

By D. G. BAIRD

W. A. CASEY

ON April 1, 1923, a new distributor took over White Truck Sales in Detroit. It so happened, too, that the Packard Motor Company had discontinued the manufacture of trucks just about the same time and the new distributor took over the truck sales organization of the Packard-Detroit branch almost intact, including W. A. Casey, sales manager, and six experienced salesmen. There was plenty of business to be had in Detroit and this organization went out after it and got it.

They sold nearly four times as many trucks in 1923 as the former dealer did in 1922. One reason for this is that Mr. Casey believes in keeping everlastingly after business. There may be many so-called "secrets of success" in selling motor trucks, he says, but if so, they all resolve themselves into one formula—ten per cent selling ability and ninety per cent hustling for business.

Lining Up the Prospect

The first thing the White Motor Truck Sales Company did after taking over the Detroit distributorship was to make a thorough canvass of every business house and individual White owner in the territory and prepare a card record on each.

The territory was divided into zones and a salesman was placed in charge of each zone, with instructions to work that territory as if **he were the distributor or dealer himself and with the assurance that he would get the commission on every sale made to a prospect in his district, whether or not he himself secured the prospect or made the sale.** In other words, there is no overlapping of salesmen's efforts and there is no such thing as "house business" with the White Motor Truck Sales. Prospects are not addicted to the habit of walking into a salesroom and asking someone there to sell them a truck, but if one should walk in and buy a White from this organization, the salesman in charge of the zone in which the customer is located would get the full commission on the sale.

Mr. Casey is very much in favor of the zoning plan as opposed to any other. "In order to get properly acquainted and keep in close touch with prospects," he declares, "it is necessary for the salesman to work the same territory regularly and for a considerable length of time. We want and expect our men to know every owner in the territory and to know all there is to be known about that owner's trucks and trucking problems. It is of paramount importance that he be familiar with the equipment which the prospect already has, so he will know just about when the prospect is going to have to replace his old trucks with new ones. He should know as much as possible about the condition of the prospect's business, because if his business is increasing, he is likely to be in the market for more equipment. Then he should know the drivers, the shipping clerks, and any others who are likely to influence the prospect in his choice of a truck. All this takes considerable time and work and **unless one goes at it systematically and keeps at it, he is not going to be prepared to call on his prospects at the proper time to get their orders.**

"Perhaps the greatest fault of truck salesmen is their tendency to scatter their efforts. They go out in the morning without any pre-conceived plan and they accomplish little or nothing as a result. A salesman has one call in mind, for example. He makes that and perhaps fails to see his man, whereupon he has to decide where to go next. He thinks the situation over and decides to rush over on the other side of town to see another fellow who might possibly be about ready to buy. Then he rushes back to another part of town, and so it goes. After he has met with a few disappointments, he probably drops into a pool room or other loafing place and spends the rest of the day.

"I don't mean this to apply to our men, because our men prepare regular schedules and follow them, but this practice is common on the part of passenger car salesmen and truck salesmen in general. Have a definite schedule and keep going is more important than being a high-pressure salesman who works only when the spirit moves him. After all, success in selling motor trucks is about ten per cent selling ability and ninety per cent keeping at it.

"The next thing is to keep accurate records of one's calls and follow them up promptly. Our men turn in a prospect card on each call they make and I make sure that they turn them in promptly by having them come to me before they go to the files. Call-backs are filed to come up at the proper time and the clerk hands the cards to the men when they are due, thus assuring them against overlooking a call that they should make. One can't trust his memory or a miscellaneous collection of notes on these things."

The White Motor Truck Sales uses the card and record system prepared by the factory. Any dealer can devise a simple system that will answer the purpose quite satisfactorily if followed. The prospect card provides spaces for name, address, telephone number, name of individual if a company, kind of equipment now in use, kind of truck interested in, competition, date called, results, date to call again, and other information of importance. The salesman's schedule provides spaces for his name, the date, and his activities by half-hours from 9 a. m. till 5 or 5:30, including a space for luncheon engagements. At the bottom are other spaces for evening calls. Opposite each call is a space for recording the kind of competition to be met there. Other spaces are for indicating that the sale has been made or that the salesman is to call back on a certain day. As Mr. Casey points out, though, the form itself is not so important; the main thing is to have a schedule of some kind and follow it.

Cards Aid New Salesman

The prospect cards serve another purpose besides reminding the salesman when to call back and keeping the sales manager posted on the developments in each case. Should a salesman leave and be succeeded in his territory by a new man, these cards would be turned over to the new man as they come up from day to day, thus affording him something definite to work on and preserving a record of what the former salesman had accomplished.

The sales manager should keep a record of each salesman's calls for each day, Mr. Casey believes. Selling trucks is of course more than a mere matter of making calls, but the one who makes the highest number of calls, on the average, is very likely to be the one who makes the most sales. Mr. Casey finds that his men average about eight calls a day.

(*Continued on page 60*)

Electric Drive Feature of New Gasoline-Electric Bus

A NEW gasoline-electric vehicle, combining the flexibility and economy of an electric with the higher speeds and greater radius of a gasoline vehicle, has proved so successful in its first 6000 miles of operation that it will soon be put on the market, is the announcement made by one of its inventors, Prof. Morton Arendt, Columbia University, New York City.

This vehicle is at present operating in motor bus service on the Ninety-sixth street line of the Department of Plants and Structures, New York City. Other models are being designed for light, medium and heavy truck duty and it is planned to manufacture taxicabs, and gasoline electric rail cars in the future.

The gasoline-electric drive eliminates the clutch and gearshift, which is the distinguishing feature of this vehicle. In this system a 20-hp. gasoline engine drives an electric generator, which supplies the current to two electric motors, worm-geared to the rear wheels. A 42 cell battery acts as a power reservoir for use in quick starting and hill climbing. This is large enough so that if the gasoline engine ran out of fuel the battery could drive the vehicle about 5 miles. Battery is charged from the generator when power demands are not heavy, as in average running conditions.

Advantages claimed for this vehicle over existing types are lower maintenance, lower fuel costs, and longer life.

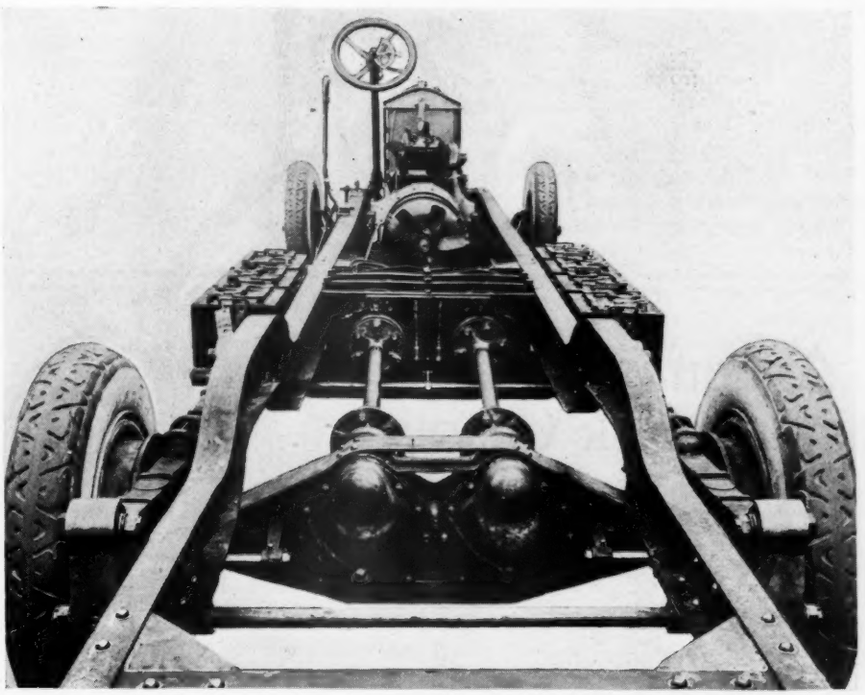
On recent tests the vehicle averaged 7 to 9 miles per gallon of gasoline, and on the level developed 30 to 35 m. p. h. Four and a half hours were required to run from Philadelphia to New York. From a standing start, a speed of 15 m. p. h. can be reached in seven seconds.

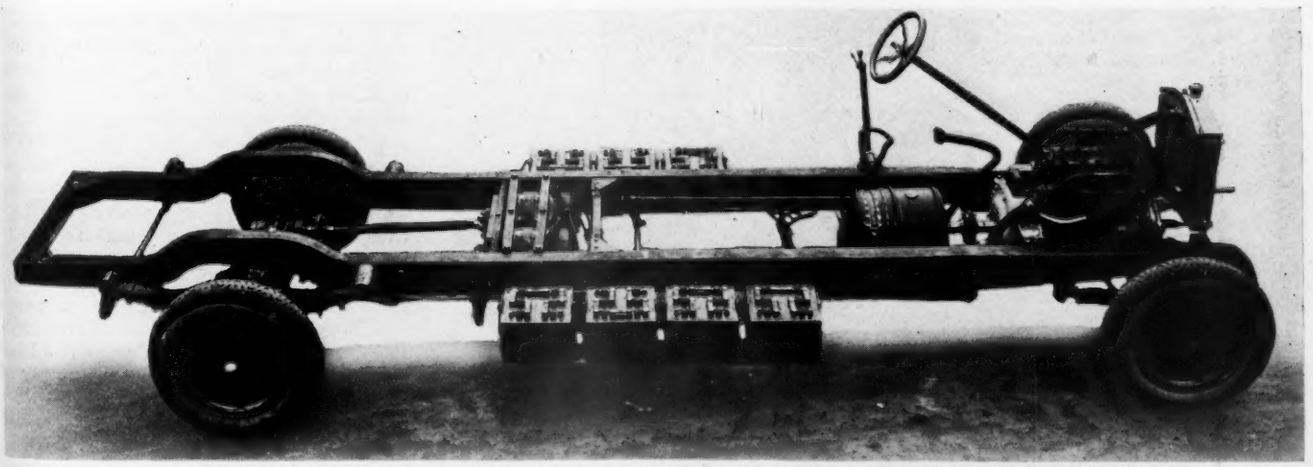
Normally the engine runs at 1200 r. p. m., and automatically throttles down to 900 r. p. m. when the vehicle is standing still or coasting. It is a 4-cyl. Buda, model MU, with 3⅝-in. bore and 5⅛-in. stroke. The General Electric generator is rated at 100 volts, 120 amp. at 1200 r. p. m. The G. E. propulsion motors are 85 volts, 6½ hp., as used on electric trucks. The 42-cell Westinghouse battery is the standard plate type used in automotive vehicles, built up in 6-cell units, each cell containing 11 plates.

As in all of the main units, standard parts are also used in the control mechanism, which is one of the features of this gasoline-electric system. This system permits the battery to charge or discharge as conditions warrant and keeps the load taken from engine and generator constant, regardless of battery voltage or vehicle demand.

This control system has been developed and patented by Prof. Arendt, who, in addition to his professorial duties, is consulting electrical engineer to the New York City Department of Plants and Structures, and by W. Brown Morton, patent lawyer, New York City. The chassis and body as illustrated were assembled by the Atlas Truck Corp., York, Pa.

The 25-passenger bus weighs 10,300 lbs. without load, but this will be reduced 1000 lbs. by modifications in the chassis and body, it is expected. The weights of the truck chassis will, of course, vary with the carrying capacities. According to the driver of this vehicle the headway of a bus line could be materially increased because of the quick get-away.





Rear and Side View of the Arendt-Morton Gasoline-Electric Bus

A gasoline engine drives the electric generator at constant speed. Current from the generator drives the separate electric motors which are worm geared to the rear wheels. Battery acts as a power reservoir for quick start and hill climbing

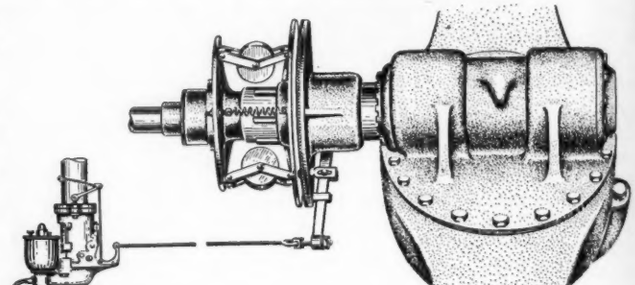
New Automatic Brake and Engine Governor Prevents Speeding

THE new Molyneux Speed Governor is a new development which introduces an entirely new principle whereby the vehicle speed is kept below any predetermined maximum, even when coasting down hill.

The whole mechanism is contained within an enclosed and sealed case immediately in front of the differential. It consists essentially of a movable disk and a stationary fabric faced disk the former connected by parallel links to a suitable number of counterweights. The movable disk and counterweights are mounted on the rear end of the driving shaft and caused to rotate with the shaft by means of a squared or keyed portion of the shaft. The stationary disk is attached through sleeve to the differential housing and merely acts as a fixed number of the braking set. In no way is the normal function of the drive shaft changed, since the movable disk merely slides to and fro over the shaft accordingly as centrifugal force actuates the counterweights. Means are also provided for employing the same counterweights as an engine governor.

Both operations—braking and throttling—take effect when the vehicle speed exceeds the rate at which the mechanism is set to operate. Braking is accomplished through the pressure exerted by the movable disk when it comes in contact with the stationary disk, the force being provided by the expanding counterweights. At the same time, the throttle connection closes the butterfly valve and the engine is prevented from racing. By utilizing the compounding effect of a drive shaft brake, very little pressure is required to produce the necessary braking action at the rear wheels. As soon as the vehicle speed is reduced by the automatic brake to a point below the critical speed, the sagging counterweights pull the movable disk away from its opposing fabric-faced member, thereby discontinuing the braking effect and at the same time allowing the engine to take up its load.

Extending through an opening in the fixed disk is a lever arm provided with a roller point which bears against the movable disk. In one form of the speed governor this lateral motion is transmitted through suitable connections to the butterfly valve, but to further safeguard the speed governor from unauthorized tampering, it is planned to control the butterfly valve by electromagnetic means.



The Molyneux Automatic Speed Control.
Consisting of a positive friction brake operating in conjunction with a throttle control. Centrifugal force causes the movable disk, which is keyed to the driveshaft and revolves with it, to bear upon the stationary disk, thereby effecting a direct check upon the vehicle speed.

However, the control of engine speed is purely incidental and secondary to the positive braking function of the Molyneux Speed Governor, which accomplishes genuine control over the vehicle speed, which is an element of very great interest in the public mind at present.

Walter Announces Three-Ton Tractor Truck Chassis

THIS is a new model brought out by the Walter Motor Truck Co., Inc., Long Island City. It is intended for use with bad road conditions where great pulling power and maximum traction are essential requirements.

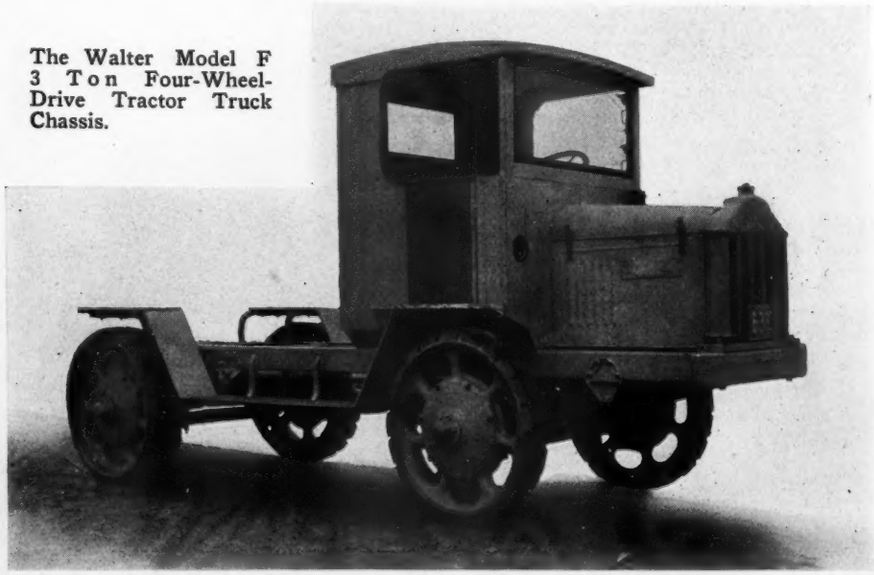
The power is distributed to all four-wheels through a patented automatic lock differential in order to provide 100% traction. The tires are 40 in. dia. both front and rear, 7 in. single being used in front and 10 in. single in the rear. These oversize tires reduce the unit ground pressure enabling the unit to pull through soft ground.

The clearance under the front and rear axle is 14 in.—the solid forged axles being the lowest part. The clearance under the center of the chassis is unusually high to provide better clearance for bad going.

This tractor truck is equipped with a Ricardo head engine 4 in. bore x 5¾ stroke, developing a high torque at comparatively low engine speeds. The clutch is of the special double disk construction. The Walter patented five-speed transmission is really of a tractor type as the gears and bearings are designed with at least double the usual factor of speed in order to permit continuous operation in the lowest speeds. The overall gear reduction in high speed is 8½ to 1, while the low gear reduction is 85 to 1. The transmission provides a 10 to 1 ratio. The five speeds and one reverse are controlled entirely through a single gear shifting lever.

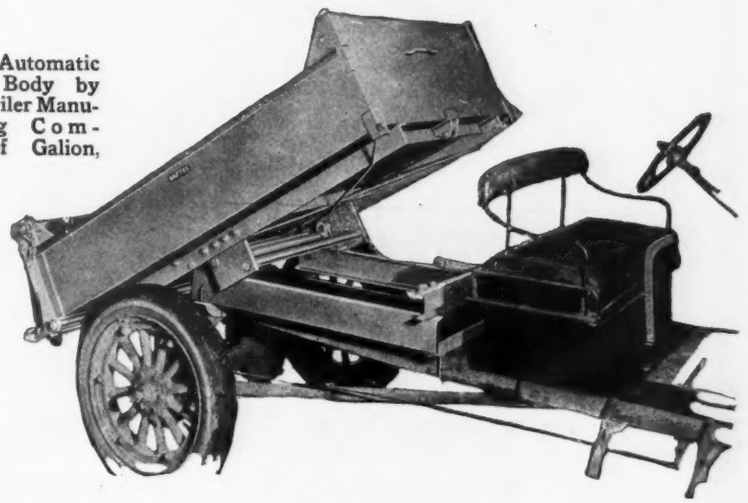
A feature of this job is the interchangeability of parts. For instance, the four wheels are interchangeable together with the wheel bearings, drive gears, universal shafts and joints. Differentials and bevel drive gears, shackles, bolts, springs, bushings, links, clips, etc., are all interchangeable front and rear. The design has been worked out to use a minimum number of different sizes bearings.

The steering gear is the Ross cam and lever type. Due to the special design of the steering knuckle, these trucks steer very easily in spite of the comparatively greater weight on the front wheels.



The Walter Model F 3 Ton Four-Wheel-Drive Tractor Truck Chassis.

Ditwiler Announces New Automatic Dump Body



New Automatic Dump Body by the Ditwiler Manufacturing Company of Galion, Ohio.

IN hauling crushed stone, gravel, building material of all kinds, also in the removal of earth from grades and excavations, an automatic dump speeds up the work materially, but the one drawback has been that this type of dump body has been very hard on the chassis, racking it severely in the dumping operation. The Saftee Automatic employs an entirely new principle which has changed this situation and owners can now equip a chassis with this dump body without fear of ruining the chassis.

It will dump any load in three seconds and the body is easily returned to locked position by the operator in two seconds.

The end gate opens automatically at the proper time for releasing and dumping the load. The body can be mounted close to the driver's seat without loss of space, giving proper distribution of weight. It will dump a 45° angle and give 18 in. clearance above the ground. The body is so mounted that it cannot slip forward, backwards or sideways on sub-frame. A locking device is provided which can easily be tightened so as to securely lock body to sub-frame for use as express body, if desired.

The Saftee Automatic Dump Body is made of 10 gage blue annealed sheets, electric welded throughout and heavily reinforced with steel angles. The body is securely locked to the chassis in both the horizontal and tipped positions so that it can never become loose or slip on the frame. Three steel shafts one and one half inches in diameter constitute the actuating mechanism, each one in turn taking the weight of the load and in this way checking the force of the body while being dumped. The sub-frame consists of five inch channels on which is mounted above the axle on either side a malleable bracket with elongated eye. The movement of the center steel shaft in this elongated eye rocks the body on the sub-frame. Steel castings are used in all vital parts of the body. The automatic body and dumping mechanism with sub-frame complete weighs 650 pounds. Its capacity level full is 27 cu. ft. With the use of 6 in. side boards the capacity is increased 15 cu. ft., giving the body a total capacity of 1½ yds.

How the Saftee Automatic Operates

The weight of the body and load is carried when locked on a channel cross member just back of the seat and on a steel shaft which is located 13 inches in front of the axle. This gives an ideal distribution of the load over the whole chassis. A second steel shaft floats through the elongated eye and is held at the top of the eye when the body is locked. The body and load are dumped simply by pulling a lever in the center of the driver's seat which releases the catch that holds the body to the sub-frame. The floating shaft drops down into the eye and the body rocks on this. The body is so balanced that the weight dumps it automatically, and as the end gate releases at the same time the load is dumped clean. Before the body is tipped to the fullest angle possible, a third steel shaft behind the floating shaft strikes the sub-frame and takes the thrust of the load. This contact slackens the momentum of the load resulting in an easy dumping action that eliminates all racking of the chassis. The empty body returns to the horizontal position without effort and the tail gate relatches automatically.

The Saftee Automatic is attached to the chassis by the use of four U bolts only and no holes need to be drilled.

Activities of the Motor Truck Association of Philadelphia

THE monthly meeting of the Motor Truck Association of Philadelphia was held on March 19th, in Griffith Hall, Crozer Bldg., as a membership drive, booster and smoker. After an interesting vaudeville entertainment, H. E. Shertz, Executive Secretary, explained the object of the Association under the new by-laws and rules, which he said were calculated to increase the truck owner membership of the Association so as to give them more influence in public legislative matters affecting the operation of motor trucks. He urged every member to try to secure at least five new members before the next meeting.

An interesting moving picture demonstration was given by Major W. F. Baxter of the Ideal Equipment Company, of Chicago, on the operation of extra removable bodies for motor trucks in the quick handling of merchandise in shipping and railway terminals.

G. P. Callahan, Chairman of the Membership Committee, supplemented Mr. Shertz' remarks on the possibilities of the Association's influence if all motor truck owners, either of single units or fleets, would join the Association and co-operate with them in matters affecting their own interests. He said the Association now has 450 members but could easily have 2,000 if the truck owners could only be shown the benefits to be derived from such an organization. A. R. Miller also told of what the Association had already accomplished in legislative matters protecting motor truck owners' interests, but stated that heretofore the Association having been largely composed of dealers, did not carry the weight with the State Legislature that it might have done had big business interests been connected with them. He said that the dealer and the owner should work together for the mutual benefit of everyone.

EDITORIALS

Sell Him the Complete Job

MANY dealers feel that after they have sold the truck buyer a chassis that their part of the transaction is finished. The fact of the matter is that they have only started. Furthermore they have tackled the proposition from the wrong end first. That dealer has sold the customer only half way.

Many motor truck installations have proved unprofitable in the past because the buyer was permitted to go into the market and buy any kind of a body that would either fit or not fit the work for which the chassis of the truck was intended. If the job proved successful it was really a matter of good luck and not business methods.

Incidentally the body many times provides the opportunity to interest a customer in a truck when any other form of approach would fail. This is simply because the most truck sales have been made on the merits of the chassis whereas the body was given no consideration at all. It was assumed that the purchaser would go elsewhere for the body anyway.

That condition has changed. The successful dealer is selling the customer everything he needs to make the truck handle the work properly, and that includes the body.

Some owners will pay a good price for a chassis but when they come to the body—they figure that any cheap body will do. After a time the body begins to loosen up and becomes shabby looking, sometimes even falls to pieces long before the chassis shows any reasonable wear. The chances are the truck owner will condemn the whole job, and the good will which the dealer enjoyed, who sold the chassis, is all lost.

That is one of the reasons why some of the popular makes of light trucks are being sold complete, body and all. That is why some body manufacturers have specialized in certain fields, or why others are building a line of bodies to fit certain makes of trucks. Of course there are some dealers who are selling bodies with the chassis but there ought to be more.

Many times the advertising feature which the body presents will help the dealer land an otherwise unwilling prospect. The proper painting and decoration of the body should all be part of the dealer's sales talk.

The Akron Bus Situation

STREET cars are again operating in Akron. Service has been resumed on a temporary agreement under a compromise providing for a five cent fare with one cent transfers, until December 4th, 1924. A permanent franchise will be submitted to the voters on behalf of the street car company at the general election November 4th, and it is possible that a motor bus franchise will also be submitted to the voters at the same time.

Because of the national interest taken in this affair varying reports have been circulated as to what happened in that city during the strike. The unfortunate part of it all is that it has left the impression in the minds of many that this was a fight between the electric railway industry and the bus interests. Such is not the case. The bus and street car interests have not been at war with each other, neither does the motor vehicle industry look for the complete motorization of a city's transportation service, especially under the circumstances attending the Akron experiment. The experiment was tried under the most unfavorable conditions as far as the buses were concerned—whether one views the situation as a supporter of complete motorization or with the well-considered viewpoint of the motor vehicle industry which believes in coordination of buses with street cars to improve public service.

Even though the buses had been able to cope with the situation they would not have lasted long on nickel fares. No bus line can make a profit on a nickel fare. The bus operator who believes he can is simply ignorant of the true facts.

Had the Akron situation been handled in a regular and sensible manner all the confusion would have been eliminated and much of the money spent unnecessarily by the electric traction lines during the tie-up would have purchased quite a few high-class motor buses.

Notwithstanding the great handicap under which the buses operated it proved that they can give that flexibility of service which cannot be secured by the rigid conditions of street car operations. The motor buses did not fail in Akron; the failure was that of a disorganized system of hurry, of nondescript equipment, of a disproportionate fare schedule.

News of the Trade in Brief

Locomotive Manufacturer Endorses the Motor Truck

"You are selling transportation just the same as I am, and it is the most vital thing in our lives today," President Samuel M. Vauclain, of the Baldwin Locomotive Works, Philadelphia, told the executives and salesmen of the International Motor Co. at its banquet at the Hotel Commodore in honor of Manager K. M. Blake's 25th year in the motor industry. "Draw a circle from any one of a dozen points in Eastern New Jersey, with the radius extending 25 or 50 miles, and while one third of the area will be water, the other two thirds will contain a very large proportion of the population of the East.

"It is so populous that motor trucks are regarded today as so essential no one questions their necessity as a factor in our lives. But they are not anywhere near as efficient as they are going to be in the future when door-to-door deliveries will mean taking things from New York in the evening that remain unsold and putting them on the shelves of Philadelphia merchants the next morning for disposal there and vice versa. We are going to get down to a basis of co-operation to utilize to their fullest capacity all these units in the cause of efficiency."

Matt C. Brush, an executive of a finance corporation, said that when conditions were straightened out in Europe it would mean that this country would have to buckle down to work in earnest to meet competition all over the world. All thoughts of how it was going to be of great benefit to us should be discounted, he pointed out.

President R. E. Fulton and Treasurer A. F. Masury, of the International, told some interesting things of the early days of motoring, and Manager Blake, acting as toastmaster, asked the salesforce to beat the record of 1923, the biggest year they ever had when retail sales had passed the $7,000,000 mark.

James T. Sullivan, of the Boston Globe, the last speaker, gave a brief talk on salesmanship, and also dwelt briefly on legislation as it affected the commercial vehicle. There were 100 present.

Automobile Industry Showed Largest Employment Gain

Out of 52 leading industries in the United States which make monthly reports on the number of employees and the amount of payroll, figures just completed by the U. S. Federal Employment Service show that the automobile industry in 1923 showed the largest gain.

During that year truck and automobile manufacturers increased the number of workers they employed by 18 per cent and their payroll totals by 29 per cent. The 1923 figures are compared with 1922.

The figures, of course, do not include 100 per cent data from either the automobile industry or any other industry, but in-so-far as the automotive industry is concerned cover slightly more than 90 per cent of the manufacturers.

Transportation Units Show Large Value Increase

Privately owned transportation and transmission enterprises, other than railroads, increased in 1912 from a value of $9,572,855,000 to 13,607,570,000 in 1922 or 42.1 per cent., the U. S. Department of Commerce announced here this week in its preliminary estimate of the value, December 31, 1922, of the principle forms of wealth in the United States. No comparison is possible, it is announced, for the value of motor vehicles, which, which was estimated in 1922 at $4,567,407,000, because no separate estimate was made in 1912. All classes of property increased in value from 1912 to 1922 except live stock, which decreased slightly.

The total of all principle forms of wealth in 1922, according to the statistics, amounted to $320,803,862,000 as compared with $186,299,664,000 in 1912 an increase of 72.2 per cent. Per capita values increased from $1,950 to $2,918 or 49.6 per cent.

In making these estimates, the Department followed in general the methods employed in making the estimates for 1912, though it is believed that in some respects the work in 1922 has been more thorough. It should be borne in mind that the increases in money value are to a large extent due to the rise in prices which has taken place in recent years, and so far as that is the case they do not represent corresponding increases in the quantity of wealth.

Coming Events

CONVENTIONS

Akron, Ohio, November 18 to 20, 1924—1924 convention of the National Tire Dealers' Assn. Hosts, Akron Retail Tire & Accessory Dealers' Assn.

Albuquerque, N. M., May 26 to 31, 1924—U. S. Good Roads Exhibition to be held under the auspices of the U. S. Good Roads Assn. and National Bankhead Highway Assn. Display at Armory and meetings at Sunshine Theatre. Col. J. A. Rountree, Director-General, 4th and Gold Sts.

Atlantic City, N. J., June 23 to 27, 1924—27th annual convention of the American Society for Testing Materials to be held at Chalfonte-Haddon Hall. C. L. Warwick, Secretary-Treasurer.

Boston, Mass., June 4 to 6, 1924—Meeting of the National Foreign Trade Assn., in cooperation with the National Council of American Importers and Traders. O. K. Davis, Sec., 1 Hanover Sq., N. Y. City.

Buffalo, N. Y., April 28 to 30, 1924—8th annual meeting of the American Gear Manufacturers' Association to be held at the Lafayette Hotel. T. W. Owen, Sec., Cleveland, Ohio.

Chicago, Ill., June 2 and 3, 1924—Annual meeting of the National Motor Regrinder and Rebuilders' Assn. Charles H. Hart, Sec., 3848 N. Clark St., Chicago.

Cleveland, Ohio, November 18 to 19, 1924—Joint service meeting with the National Automobile Chamber of Commerce.

Detroit, Mich., May 19 to 21, 1924—National Service Congress of the National Automobile Chamber of Commerce.

Detroit, Mich., May 19 to 23, 1924—National Service Convention and Maintenance Equipment Show to be held under the auspices of the National Automobile Chamber of Commerce, in the General Motors Bldg., Exhibition Hall. S. A. Miles, Mgr., Marlin-Rockwell Bldg., Madison Ave., New York City.

Detroit, Mich., May 21 to 24, 1924—First international Motor Transport Congress under the auspices of the National Automobile Chamber of Commerce.

Detroit, Mich., June 3 and 4, 1924—Midsummer meeting of the Automobile Body Builders' Association.

Detroit, Mich., October 21 to 24, 1924—Production meeting of the National Automobile Chamber of Commerce.

Detroit, Mich., January, 1925—Annual meeting of the Society of Automotive Engineers.

Louisville, Ky., May 8th and 9th, 1924—2d annual convention of the Hardwood Manufacturers' Institute, Brown Hotel. J. M. Pritchard, Secretary-Manager.

Louisville, Ky., September 29 to October 3, 1924—13th annual Safety Congress of the National Safety Council. W. H. Cameron, managing director.

St. Louis, Mo., June 1924, 1st Week—Annual secretarial conference under the auspices of National Automobile Dealers' Assn. C. A. Vane, general manager, 320 N. Grand Ave. Place of meeting to be announced later.

Spring Lake, N. J., June 24 to 27, 1924—Summer meeting of the Society of Automotive Engineers. C. F. Clarkson, Mgr.

Washington, D. C., June, 1924—Pan-American Highway Congress of the Pan-American Highway Mission.

Wilkes-Barre, Pa., October 17 to 18, 1924—Annual convention of the Pennsylvania Automotive Assn. R. C. Duffus, Mgr., 302 Security Bldg., Harrisburg, Pa.

SHOWS

Chicago, Ill., June 2 and 3, 1924—1st annual show of the National Motor Regrinders Assn. to be held at the Lexington Hotel under the auspices of the National Motor Regrinders and Rebuilders Assn. of U. S. and Canada. Proper mechanical fitting of rebuilt motors, etc. John J. Fuchs, Jr., 1047 Farnum St., Omaha, Neb.

Detroit, Mich., May 19 to 23, 1924—National Service Convention and Maintenance Equipment Show to be held under the auspices of the National Automobile Chamber of Commerce, in the General Motors Bldg., Exhibition Hall. S. A. Miles, Mgr., Marlin-Rockwell Bldg., Madison Ave., New York City.

Goldsboro, N. C., April 21 to 26, 1924—4th annual show of the Chamber of Commerce and local automobile dealers at Co-operative Tobacco Warehouse. Passenger cars, trucks, tractors, accessories and industrial exhibits. W. C. Denmark, Sec., Box 546 Chamber of Commerce Bldg.

Green Bay, Wis., August 25 to 30, 1924—4th annual show of the Automotive Division of the Green Bay Association of Commerce. Automotive Bldg., Northeastern Wisconsin Fair Grounds (300,000 sq. ft.). Passenger cars, trucks, accessories and sport and auto apparel. W. E. Kerwin, Mgr., Bellin Bldg.

New York, N. Y., April 19 to 26, 1924—Electric Truck Show under the auspices of The New York Edison Co., to be held in their building. 10,000 sq. ft. of space allotted. Electric trucks, accessories, batteries and charging equipment. C. R. Skinner, Jr., Mgr., 130 E. 15th St.

Sacramento, Cal., August 30 to September 7, 1924—70th annual California State Fair, under the auspices of the State Board of Agriculture. Tent 100 x 350. Passenger cars, trucks, tractors and accessories in other tents. C. W. Paine, Sec.

Electric Trucks Under Discussion at Big Boston Meeting

More than 300 men identified with the sale and operation of electric trucks were present at the annual dinner at Boston, March 26, in the Boston City Club of the New England Division of the Electric Light Association. Samuel Ferguson, president of the Hartford Electric Light Association, and a director of the Electric Transportation Company of that city, presided. He told what was being done in Connecticut in the way of utilizing electric trucks and predicted a bright future for them. He introduced as toastmaster Larue Vredenburg, of the Edison Electric Illuminating Co. of Boston.

Mr. Vredenburg called on E. S. Mansfield of the Boston Edison Co., as the first speaker. Mr. Mansfield gave an admirable talk on the manner in which electric trucks are taking their place in city traffic. Charles R. Skinner, Jr.. of New York, who is an officer of the New York division of the Electric Light Association gave some remarkable statistics on big companies that have changed from horse-drawn and gasoline vehicles to electrics in recent months.

W. W. Kittredge, of Chicago, representing a big mercantile house there, told of the thousands of electric trucks in use in the West, particularly in Chicago, and why the number is growing larger, intimating that the close co-operation between the central charging stations and the users had much to do with it. He gave specific facts about the number of electrics used by such firms as Marshall Field, the Boston Store and others in Chicago as evidence of how the electric was regarded there. He said that with oil going up in price and the cost of electricity coming down the electric vehicle was in a fair way to dominate the field eventually.

M. E. Travers, manager of the White Cross Laundry, of Somerville, Mass., told how he bought an electric truck in 1915 with a capacity of 750 lbs. and it did so well that he afterwards added a two-ton electric. He said that he had frequently put the trucks to a test of long mileage and with overloads, yet they always did the work, and there was only one instance of a hold-up in deliveries. During the past winter the electric went through snowbanks, and up and down hills without ever losing a trip, he added.

N. E. Whittemore, transportation and publicity manager for the Ginter Company of Boston was the final speaker. He told of how he had made an exhaustive study of horse-drawn, electric and gasoline trucks for his company because they had to take care of bringing goods to warehouses, then sending it out to their 300 retail stores all over Eastern Massachusetts. He said they still used horses for the short haul for inbound goods. But for the city work between the warehouse and the stores, also to the warehouse from freight yards he used electric trucks. For long hauls the gasoline trucks were used. He stated that the use of horses in a city like Boston slowed down traffic and led to congestion as a result of which he said horses were bound to go out of city work. All the electric trucks in his fleet had made good he said, for they cut down overhead through minimum of garage costs being put in the same stable with the horses, and not requiring expert operators and mechanics to care for them.

Record Electric Truck Sales in New York City for February

The month of February 1924 was one of the best for sales in the history of the industry. Orders for deliveries on 96 trucks were received from 27 companies and to date the sales in comparison with 1923 are approximately 40 per cent greater.

One of the first department stores in New York to use electric trucks, twelve or fifteen years ago, was Saks & Company but the trucks proved very unsatisfactory and after a short time were discarded. Saks & Company, however, have always been open-minded on the subject. Last month 12 ¾ ton electric trucks were purchased to replace Fords and other gas truck equipment. This is the last department store in the Metropolitan New York district to electrify its delivery service with the result that more than 500 electric trucks deliver the department store parcels.

Fourth Session of Electric Vehicle School Concluded

The final meeting of the fourth session of the Electric Vehicle School was held under the auspices of the United Electric Light & Power Co. on March 7th. Two interesting papers, one by K. B. Jones of the General Electric Co. on "Battery Charging Equipment" and one by Paul Karst of the American Railway Express Co. on "Electric Trucks," were presented.

"We have now arrived at the point," Mr. Karst said, "where many of the largest transportation companies, retail and wholesale stores, warehouses, milk dealers, ice cream dealers and coal dealers have analyzed their transportation problems and have found that the electric can, in the majority of cases, perform all the necessary work at a cost which leaves little to be desired." In his very illuminating paper many points were brought to the attention of the central station men as a means of impressing them with what they are losing if they do not use electric trucks where they are applicable and if they do not develop a battery charging load.

American Express Large Electric Truck User

The American Railway Express Co. is now operating 1426 electric trucks in 27 principal cities throughout the country. During the past year the transportation units in Oklahoma City, Okla., and San Antonio, Texas, were electrified to the extent of 50 electric trucks replacing approximately 200 horses. During 1923, 208 electric trucks were purchased by this company for use in various cities.

Electrics and Gas Trucks to be Sold Together

An interesting announcement was made at the National Electric Light Dinner to the electric truck users at Boston, March 26, when it was given out that a combination had been put through by Sid J. West, Eastern Representative of the Diamond T Truck Company of Chicago whereby these gasoline trucks would be handled in conjunction with the Walker Electrics in the same sales and service building. George H. Walker, who has managed the Walker truck interests for years here will continue at the head of that line, while C. P. Cary. formerly manager of the Garford and Packard truck departments in Boston, will act as distributor for the Diamond T line.

"It means going back to the early days when the General Vehicle Company had its line of electrics and also marketed the Mercedes trucks," says Mr. West. "In other words, as long as there are different fields for the two types and many firms need both gasoline and electrics it is feasable for one combination to sell the two lines. This is what the merger means."

Knowing What to Say and When to Say It

If an electric truck salesman in the United States were to emphasize limited mileage per charge of electrics the chances are that he would completely lose the prospect. On the other hand, it was pointed out by Horace Meese, Export Sales Manager, the Commercial Truck Company, at the luncheon of the Electric Motor Truck Club in New York on March 6th, that this was his greatest selling argument during his recent Mexican trip.

During the oft-occurring revolutions it has been found that the bandits grab every motor truck and passenger car in sight to fit in with their personal needs. In the case of the electric, when the battery has been completely discharged, a few quarts of gasoline will not do the trick. Hence the owner soon recovers his truck!

Bureau Disagrees With Headlight Dimming Idea

The theory that dimming of headlights by motorists when passing at night is a precaution against accidents has been disapproved by the U. S. Bureau of Standards, at least insofar as the Virginia State Legislature is concerned. The Legislature during the past several weeks have had under consideration the enactment of a bill requiring motorists to dim their lights when passing at night.

At the request of the Tidewater Automobile Association of that state, the Bureau of Standards experts with a committee from the Virginia senate made tests that satisfied the minds of the state salons that their proposed legislation was not beneficial. After the demonstration, the bureau was asked to appear before the General Laws and Rate Committee and recommend certain changes in the enforcement of the present law, which it is believed will produce better results.

Personal Items

E. H. Baughman has been appointed Southeastern representative of the Cincinnati Ball Crank Co., with headquarters at 816 Bona Allen Bldg., Atlanta, Ga. For ten years he was vice-president and general manager of the Ozburn-Abston & Co., of Atlanta, Ga. He was also president of the Southern Equipment Jobbers' Association for two terms.

J. A. Bell has been appointed Chicago branch manager of the commercial division of the American LaFrance Fire Engine Co., after having served in a similar capacity for the White Co., and as secretary and sales manager of the Chicago Motor Truck Co.

C. H. Booth and **F. M. Small,** formerly of the Republic Rubber Co. and **William B. Dunlap,** have been elected directors of the Lee Rubber & Tire Co.

Hal T. Boulden, formerly of the Selden Truck Corp., of Rochester, has affiliated himself with Wm. Elliott Graves, of Chicago, financial and bank advertising to help reorganize the business. He will be located in New York after the 15th of April. A report has been current that Mr. Boulden will become associated with Power Wagon, but this report has been denied.

Howard J. Burnish, for the past six years chief engineer of the gas engine plant of the Worthington Pump & Machinery Corp., at the Cudahy works, has been transferred to the compressor engineering department of the company at Cincinnati.

Zenas W. Carter, who has just completed the special bus promotion program of the White Motor Co., is now associated with the Erickson Co., New York advertising agency.

C. B. Clark has been appointed Pacific Coast district sales manager of the automotive division of the Columbus McKinnon Chain Co. He will have charge of the sale of Dreadnaught tire chains and accessories in the western part of the United States from Billings, Mont. and El Paso, Texas., through to the western coast, with headquarters in San Francisco. Mr. Clark formerly was Pacific Coast sales manager for the Champion Spark Plug Co., of Toledo.

William J. Clucas, district manager of the Lancaster Steel Products Corp., a General Motors subsidiary, has moved his office from Buffalo to the Leader Building, Cleveland.

Harvey C. Fruehauf has been elected president of the Trailer Manufacturers' Association of America. The meeting which elected him also voted to undertake a campaign for the amendment of the revenue law now in the Senate, whereby trailers would be exempt from the automobile excise tax.

M. H. Hoepli, assistant chief of the automotive division of the Department of Commerce, has been made an honorary life member of the Argentina Touring Club. He will represent this Touring Club, it is said, at the World Motor Congress in May at Detroit.

E. B. Hough has resigned his connections with the Borg & Beck Company of Chicago, as their sales representative.

K. T. Keller, formerly manager of production of the Chevrolet Motor Company, has been announced as general manager of the General Motors of Canada, Ltd., with headquarters at Oshawa, Ontario, Canada.

R. J. Laciar has been appointed special sales assistant to P. K. Hexter, vice-president and director of sales of the Selden Truck Corp. of Rochester, N. Y. Mr. Laciar was formerly vice-president in charge of sales of the Vreeland Motor Co., of Newark, N. J., who manufactured the Ultimate truck.

A. D. Legg, branch manager of the New England States for the McQuay-Norris Mfg. Co., has resigned to accept the position of manager of sales of Korite Products, Inc., of Cambridge, Mass.

Glenn Muffly has resigned as sales manager of the Lees Bradner Co., of Cleveland, and will open his own office in Chicago for the purpose of doing consulting work in automotive and mechanical products. He will be succeeded at the Lees Bradner Co. by **Ira D. Grove.**

J. H. Newmark, for more than 15 years associated with Durant and General Motors interests, has established his own business under the name of J. H. Newmark, Inc., and will conduct a general advertising agency. He will continue to direct Durant sales promotion activities and to create and place the advertising of the Durant enterprises through his organization. He will be located at the Fisk Bldg., Broadway and 57th St., New York City.

W. D. Rockwell has been appointed director of sales of Parsons Mfg. Co. of Detroit, in which capacity he will proceed at once to the development of a national sales organization to market Parsons' products. Mr. Rockwell was for three years director of sales at the A. C. Spark Plug Co.

J. E. Simonds, formerly Chicago branch manager of the Duplex Engine Governor Co. of Brooklyn, has assumed charge of the Detroit branch, succeeding C. A. Anderson, resigned.

Howard L. Spohn, long prominently identified with advertising and automotive interests of national importance, has been elected vice-president of the Gardner Advertising Company. He will be the directing head of the office established in Chicago by the Gardner agency which operates offices in St. Louis and New York City as well.

Dan C. Swander has resigned as vice-president of the Eaton Axle and Spring Co. At the time of the purchase of the Perfection spring at which time Mr. Swander was general manager, he had made other plans for himself, but he was induced to remain with the new company until the reorganization was well under way.

Ellis W. Templin, who was formerly motor truck engineer of the Goodyear Tire & Rubber Co., development department, has joined the engineering department of the American Motor Body Co., 18th & Lehigh Ave., Philadelphia, Pa.

W. R. Vick, formerly manager of jobber sales for Perfection Heater and Mfg. Co. of Cleveland, has resigned his position and is now connected with H. L. Rackliff Company, automotive marketing counselors of Cleveland.

L. C. White has been announced as manager of the Indianapolis branch of the General Motors Truck Co. **A. W. Granger** has been elevated to the position of manager of the Chicago branch of the company, succeeding **E. J. Kilbourn,** who becomes district sales manager and who also will supervise the National Buyer department in the central district.

Fred C. Widkow, formerly eastern sales manager of J. H. Williams & Co., has been named eastern sales manager of the Keystone Forging Co., of Northumberland, Pa. He will be in full charge of the sales in both the special and standard forging departments for the eastern division and will make his headquarters at the plant.

Henry B. Woodbury, for twelve years representing the Falls Rubber Co. in Chicago, and later identified with the Vogue Tire Co., has been made general manager of the Vogue Tire Co., of New York, with headquarters at 126 W. Sixty-fourth St.

Trade Changes

The General Motors announced the opening of a direct factory branch at 4400 Superior Ave., Cleveland O. W. Crawshaw is district sales manager.

Adolph Saurer, Inc., of New York City, the American factory branch of the Saurer motor truck factories, has opened a sales and service branch in Chicago at 1115 West Washington Boulevard. John H. Romann has been placed in charge.

North East Service, Inc., is now occupying new quarters at 391 Lyell Ave., Rochester, N. Y. The North East Service Building is located directly adjacent to the North East factory and houses the Rochester Service branch, as well as the headquarters of the North East Service organization.

The C. G. Spring & Bumper Co. has transferred its headquarters from Kalamazoo to Detroit. At a meeting of stockholders, Arnold H. Goss and F. C. Finkenstaedt were added to the directorate. Earnings last year were announced at approximately $306,000.

The Eaton Axle & Spring Co. has opened offices at room 4, 136 General Motors Bldg., Detroit, for the purpose of further facilitating its service to the automotive industry. Members of the staff at this office will be E. H. Janes, W. H. Wallace and D. R. Swinton.

The Heim Grinder Co., Danbury, Conn., recently organized, has acquired the entire interest of the Ball & Roller Bearing Co., in the Helm centerless grinder and will continue the manufacture of the device at the present plant in Danbury. The officers of the company are: Henry N. Flynt, president; Clayton O. Smith, vice-president; Ferris M. Angevin, secretary and treasurer.

The Grob Plating Co., Toledo, Ohio, recently incorporated, has purchased of the General Motors Corp., a part of the old Milburn Wagon Works plant and will expand its enamel and plating business immediately. William C. Grob is president and general manager of the Grob company. The Martin-Parry Co., which occupies a portion of the plant with its local assembly plant, will be permitted to remain until the Grob company needs more room.

The Standard Automotive Equipment Co., 17th St. & Lehigh Ave., Philadelphia, who recently purchased from its former employers, the Standard Supply & Equipment Co., the large and well known automotive accessory lines, announces the opening of its business.

Johns-Manville, Inc., have elected officers as follows: T. F. Manville, chairman of board; H. E. Manville, president; L. R. Hoff, vice-president and general manager; W. R. Seigle, vice-president and general manager of factories and mines; J. E. Meek, vice-president; J. W. Perry, vice-president; J. S. Carroll, vice-president; A. C. Hoyt, secretary and treasurer; T. F. Manville, Jr., assistant secretary and treasurer. The Executive Committee is composed of: T. F. Manville, chairman; H. E. Manville, L. R. Hoff and W. R. Seigle.

The McQuay-Norris Mfg. Co., St. Louis, has opened its new piston pin plant at Connersville, Ind., which will double its present output. More than $60,000 is being spent on this building and its equipment. The present plant has been operating on a night and day basis for several weeks to increase production sufficiently to meet orders.

The Gill Storage Battery Co., at San Bernardino, Cal., has just completed its new factory and has moved its offices and temporary plant into the new building where normal production is now under way.

Replacement Table—Corrected Monthly

Including Piston Ring Sizes, Carburetor Sizes, Hose Sizes, Fan Belt Sizes, Brake Lining Sizes and Truck Frame Dimensions

★Note: Under Carburetor Inlet Diameter Will be Found Either the Size of Main Air Intake or the Gasoline Fuel Line

Fan Belt Type: V—V-Shape, F—Flat, R—Round

NAME, MODEL AND TONNAGE	ENGINE												BRAKE LINING								FRAME				
	Piston Rings		Carburetor			Upper Hose		Lower Hose		Fan Belt			Service				Emergency				Length			Width	
	No. per Cyl.	Width	Outlet Diameter	★ Inlet Diameter	Vertical or Horizontal	Length	Width	Length	Width	Length	Width	Type	Length	Width	Thickness	No. of Pieces	Length	Width	Thickness	No. of Pieces	Back of Driver's Seat	Driver's Seat to Center of Rear Axle	Over All	Over All	Clearance at Lowest Point of Chassis
Ace 40–1½	3	¼	1	1	V	7	1¾	8	1¼	40⅝	2	F	12	3¼	¼	4	12	3¼	¼	4	122½	76⅜	215¼	32	9
Ace 60–3	3	¼	1¼	¼	V	10	2	15	1¼	42⅞	2	F	13½	3½	¼	4	13½	3½	¼	4	Opt	84½	241	.....	9½
Acme 20L–1	3	⅛	1¼	1¼	V	7	1¼	11	1¼	34	1¼	F	12	3	¼	4	12	3	¼	4	108⅝	63⅜	200	34	10½
Acme 40–2	4	⅛	1	1	V	8	1½	11	1½	40	1½	F	12	3¼	¼	2	12	3¼	¼	2	123⅜	74⅜	208	34	9¾
Acme 40L–2	4	¼	1¼	1¼	V	11½	1½	12½	1½	39½	1½	F	12	3¼	¼	2	12	3¼	¼	2	123⅜	74⅜	214½	34	9¾
Acme 60–2½	4	¼	1¼	1¼	V	11½	1½	12½	1½	39½	1½	F	13	3½	¼	2	13	3½	¼	2	132⅝	79⅜	223½	34	10
Acme 60L–3	4	¼	1¼	1¼	V	11½	1½	12½	1½	41¾	1½	F	13	3½	¼	2	13	3½	¼	2	140	79⅜	235½	34	10
Acme K (Bus)	3	⅛	1½	1⅞	V	12¾	1⅞	12¾	1⅛	34½	1¼	F	15½	3¾	¼	2	15½	3¾	¼	2	220½	127⅝	312	41⅛	6
Acme 90–3½	4	¼	1¼	1¼	V	10	1½	12	1½	41¾	1½	F	15½	3¾	¼	2	15½	3¾	¼	2	150¼	95¼	243	36	10¾
Acme 90L–4	4	¼	1½	1½	V	10	1½	10	1½	40½	1¾	F	15½	3¾	¼	2	15½	3¾	¼	2	153¾	96¾	255	37	10¾
Acme 125–5	4	¼	1½	1½	V	10	1½	10	1½	40½	1¾	F	18	4	¼	2	18	4	¼	2	159¾	99¾	261	37	10
American-LaFrance 2R	3	¼	1	1⅛	V	9	1½	9	1½	40½	2	F	†	†	¼	4	17	3½	¼	4	132	81	230⅛	33	10
American-LaFrance 2R	3	¼	1	1⅛	V	9	1½	9	1½	40½	2	F	†	†	¼	4	17	3½	¼	4	156	98	254⅛	33	10
American-LaFrance 2R	3	¼	1	1⅛	V	9	1½	9	1½	40½	2	F	†	†	¼	4	17	3½	¼	4	180	110	278⅛	33	10
American-LaFrance 2R	3	¼	1	1⅛	V	9	1½	9	1½	40½	2	F	†	†	¼	4	17	3½	¼	4	118	81	216	33	10
American-LaFrance 3R	3	¼	1	1⅛	V	11½	1½	9	1½	42	2	F	11¾	8	¼	2	21	4	¼	4	144	90	243⅞	35	9
American-LaFrance 3R	3	¼	1	1⅛	V	11½	1½	9	1½	42	2	F	11¾	8	¼	2	21	4	¼	4	168	104	267⅞	35	9
American-LaFrance 3R	3	¼	1	1⅛	V	11½	1½	9	1½	42	2	F	11¾	8	¼	2	21	4	¼	4	192	114	291⅞	35	9
American-LaFrance 3R	3	¼	1	1⅛	V	11½	1½	9	1½	42	2	F	11¾	8	¼	2	21	4	¼	4	210	125	309⅞	35	9
American-LaFrance 3R	3	¼	1	1⅜	V	11½	1½	9	1½	42	2	F	11¾	8	¼	2	21	4	¼	4	99¾	71⅛	199¼	35	9
American-LaFrance 3R	3	¼	1	1⅝	V	11½	1½	9	1½	42	2	F	11¾	8	¼	2	21	4	¼	4	117⅞	89⅝	217¾	35	9
American-LaFrance 5R	3	¼	1	1	V	11½	1½	9	1½	42	2	F	11¾	8	¼	2	21	4	¼	4	144	90	243⅞	36	10
American-LaFrance 5R	3	¼	1	1	V	11½	1½	9	1½	42	2	F	11¾	8	¼	2	21	4	¼	4	168	104	267⅞	36	10
American-LaFrance 5R	3	¼	1	1	V	11½	1½	9	1½	42	2	F	11¾	8	¼	2	21	4	¼	4	192	114	291⅞	36	10
American-LaFrance 5R	3	¼	1	1	V	11½	1½	9	1½	42	2	F	11¾	8	¼	2	21	4	¼	4	210	125	309½	36	10
American-LaFrance 5R	3	¼	1	1	V	11½	1½	9	1½	42	2	F	11¾	8	¼	2	21	4	¼	4	102⅞	71½	202¾	36	10
American-LaFrance 5R	3	¼	1	1	V	11½	1½	9	1½	42	2	F	11¾	8	¼	2	21	4	¼	4	123	90	222⅞	36	10
Armleder 21–1½	4	¼	1	⅛	V	12	1¾	16½	1¼	31½	2	F	11	3¼	¼	4	11	3¼	¼	4	Opt	Opt	Opt	32	9¾
Armleder 40B–1½	4	¼	1¼	⅛	V	10	1½	11½	1¼	33¼	2	F	11	3¼	¼	4	11	3¼	¼	4	Opt	Opt	Opt	32	9¾
Armleder 40C–1½	3	⅛	1¼	⅛	V	8½	1¼	11½	1¼	34	1¼	F	11	3¼	¼	4	11	3¼	¼	4	Opt	Opt	Opt	32	9¾
Armleder KWB–3½	4	¼	1¼	⅛	V	12	2	16½	1¼	35¾	2	F	37	3	⅛	1	15⅛	3¾	¼	8	Opt	Opt	Opt	36	8
Armleder KWC–3½	3	⅛	1¼	⅛	V	10	1½	16½	1¼	35¾	2	F	37	3	⅛	1	15⅛	3¾	¼	8	Opt	Opt	Opt	36	8
Armleder HWB–2½	4	¼	1¼	⅛	V	10½	1½	11½	1¼	33¼	2	F	13	3½	¼	4	13	3½	¼	4	Opt	Opt	Opt	32	10
Armleder HWC–2½	3	⅛	1¼	⅛	V	8½	1¼	11½	1¼	34	1¼	F	13	3½	¼	4	13	3½	¼	4	Opt	Opt	Opt	32	10
Atterbury 20R–1½	4	¼	1	⅜	....	8	1½	14	1½	38	1¼	F	11	3¼	¼	4	11	3¼	¼	4	122½	72⅞	211¾	34	9½
Atterbury 22C–2½	4	¼	1¼	⅜	....	10½	1½	16	1½	40½	1½	F	13	3½	¼	4	13	3½	¼	4	129¼	78¾	225	34	9½
Atterbury 22D–3½	4	¼	1¼	⅜	....	10½	1½	16	1½	40½	1½	F	15⅛	3¾	¼	4	15⅛	3¾	¼	4	142¾	93¼	242	37½	8
Atterbury 8E–5	4	¼	1½	⅝	....	14	2	20½	2	40	2	F	17¾	4	¼	4	17¾	4	¼	4	157⅞	80⅞	263	37½	10
Autocar XXI–F–1½	4	⅛	1	1⅝	V	5	1⅛	9½	1⅛	.....	.....	...	16¼	2½	⅛	4	13½	2½	⅛	4	91	67	156	34	9½
Autocar XXI–G–1½	4	⅛	1	1⅝	V	5	1⅛	9½	1⅛	.....	.....	...	16¼	2½	⅛	4	13½	2½	⅛	4	114	90	179	34	9½
Autocar XXVI–M4–6	3	¼	1	1⅝	V	3½	1½	3½	1½	49½	2	F	25½	2¾	¼	4	25½	2¾	¼	4	140	80¾	223	34	10
Autocar XXVI–L4–6	3	¼	1	1⅝	V	3½	1½	3½	1½	49½	2	F	25½	2¾	¼	4	25½	2¾	¼	4	176	116¾	259	34	10
Autocar XXVII–H3	3	¼	1	1⅝	V	3½	1½	3½	1½	47½	2	F	22⅝	2	¼	4	22⅝	2	¼	4	131½	76	213	34	10½
Autocar XXVII–K3	3	¼	1	1⅝	V	3½	1½	3½	1½	47½	2	F	22⅝	2	¼	4	22⅝	2	¼	4	155½	100	237	34	10½
Available J–H–1½	4	⅛	2¼	1	....	11	1⅝	14	1⅝	40	2	...	48	2½	¼	2	36	2½	¼	2	120	80½	201¼	32	9
Available J–H2	4	⅛	2¼	1	V	12	1⅝	14	1⅝	40	2	F	48	2½	¼	2	36	2½	¼	2	120	84½	212	32	9
Available J–H–2½	3	⅛	2¼	1	....	11	1⅝	14	1⅝	40	2	...	13½	3½	¼	4	13½	3½	¼	4	144	85⅝	226⅞	32	9
Available J–H3½	4	⅛	2½	1	V	12	1⅝	14	1⅝	42	2	F	16	3¾	¼	4	16	3¾	¼	4	168	106⅜	254⅛	36	9
Available J–H5	3	¼	2½	1	....	12	2	16	2	40	2	...	18	4	¼	4	18	4	¼	4	168	112⅝	263⅛	38	9
Bessemer G–1	3	⅛	1	⅛	V	11½	2¼	10	2¼	42	⅝	V	46	2½	⅛	2	44	2¼	⅛	2	98¼	58½	182¾	34	.....
Bessemer H–2–1½	3	⅛	1	⅛	V	11½	2¼	10	2¼	43	⅝	V	16⅜	2	¼	8	16⅜	2	¼	8	116	76	203	34	.....
Bessemer J2–2½	3	⅛	1¼	⅛	V	12	1½	5	1⅞	36¼	1¼	F	18⅜	2¼	¼	8	18⅜	2¼	¼	8	142⅜	92¼	229	34	.....
Bessemer K2–4	3	⅛	1¼	⅛	V	11½	2¼	10	2¼	39⅜	1½	F	55	3½	¼	2	33	4½	¼	1	157½	108	249	38	.....
Bethlehem KN–1	3	⅛	....	1	V	8¾	2⅛	8	2⅛	35½	1¼	F	20½	1¾	⅛	2	20½	1¾	⅛	2	89¼	56¼	175	32	10½
Bethlehem GN–2	3	⅛	....	1¼	V	8½	2⅜	9½	2⅜	40⅞	1½	F	51	2½	⅛	1	37	2½	⅛	1	116¾	74	208¼	34	9¾
Bethlehem HN–3	3	⅛	....	1¼	V	8½	2⅜	9½	2⅜	40⅞	1½	F	61½	2½	⅛	1	47	2½	⅛	1	134¾	81½	226¼	34½	8½
Beta J3–1	3	⅛	1	1¼	V	12	1½	17	1¼	33½	1½	F	11	3	¼	4	11	3	¼	4	126	90	215	34	10
Beta D3–2½	3	⅛	1¼	⅛	V	12	2⅛	12	1½	33½	1¼	F	12	3½	¼	4	12	3½	¼	4	Opt.	.....	.....	34	.....
Brinton C–1½	3	⅛	1	⅜	....	11	1¼	13	1¼	33	⅜	F	39	2½	⅛	1	38	2½	⅛	1	118	.....	.....	.....	33
Brinton D–2½	3	⅛	1	⅜	....	11	1¼	13	1¼	33	⅜	F	13	3½	¼	2	13	3½	¼	2	135½	.....	.....	.....	33
Brockway S7–1½	3	⅛	1	....	V	10½	2¼	5½	2¼	39	1¼	F	20	2	⅛	4	20	2	⅛	4	118	72	118½	32	.....
Brockway K–2½	3	⅛	1¼	....	V	6½	1¾	13	1¾	34	1¼	F	13	3½	¼	4	13	3½	¼	4	142	89½	123½	34	.....
Brockway R–5–3½	3	⅛	1¼	....	V	9½	1¾	14	1¾	34	1½	F	15⅛	3¾	¼	4	15⅛	3¾	¼	4	176	102¾	175	36	.....
Brockway T–6–5	3	¼	1½	....	V	13	2	22	2	40⅜	2	F	17¾	4	¼	4	17¾	4	¼	4	176	104½	176	36	.....
Buffalo 9, 6	4	⅛	1¼	⅛	V	7	1⅝	13	1⅝	41½	2	F	21	2¼	¼	4	21	2¼	¼	4	124	82½	224	34	9¾
Cameo A–1	4	⅛	1	⅛	V	12	1¾	14½	1¼	34¾	1½	F	48	2½	⅛	1	48	2¼	⅛	1	104	61	192¼	34	10
Chevrolet Sup. Lt. Del	3	⅛	1	⅛	V	7½	1¼	5⅝	1¼	29	⅜	V	29	1½	⅛	2	28⅞	1¼	⅛	2	Opt.	Opt.	106⅛	38	9¾
Chevrolet Utility Exp	3	⅛	1	⅛	V	7½	1¼	5⅝	1¼	29	⅜	V	37	2	⅛	2	32⅝	1¾	⅛	2	Opt.	Opt.	156	37	10
Chicago 20–1½	4	¼	1	1¾	V	12	1½	15	1½	34½	1½	F	21	2½	¼	4	10	2	¼	4	145½	75	211½	32	.....
Chicago 25–2½	4	¼	1¼	1¾	V	12	1½	15	1½	34½	1½	F	21	2½	¼	4	10	2	¼	4	157½	87	223½	32	.....
Chicago 35–3½	4	¼	1¼	1¾	V	12	1½	15	1½	34½	2	F	25	3¼	¼	4	12	2¼	¼	4	174	84½	249	36	.....
Chicago 50–5	4	¼	1¼	1¾	V	12	1½	15	1½	45	2	F	25	3¼	¼	4	12	2¼	¼	4	173	84½	249	36	.....
Clinton 1¼	4	¼	1	⅛	H	8	1¾	14	1¼	33	1½	F	10⅞	2½	¼	4	10⅞	2½	¼	4	112	73¾	207	34	10
Clinton 2	4	⅛	1	⅛	H	11	1¾	12	1¼	36⅜	2	F	11¾	3¼	¼	4	11¾	3¼	¼	4	131	81	233	33¼	9

† 12 O. D. 7½ I. D.

Replacement Table—Continued

NAME, MODEL AND TONNAGE	ENGINE												BRAKE LINING								FRAME				
	Piston Rings		Carburetor			Upper Hose		Lower Hose		Fan Belt			Service				Emergency				Length			Width	
	No. per Cyl.	Width	Outlet Diameter	Inlet Diameter	Vertical or Horizontal	Length	Width	Length	Width	Length	Width	Type	Length	Width	Thickness	No. of Pieces	Length	Width	Thickness	No. of Pieces	Back of Driver's Seat	Driver's Seat to Center of Rear Axle	Over All	Over All	Clearance at Lowest Point of Chassis
Clinton 3	4	1/4	1 1/4	7/8	H	11	2	19	1 1/4	38 3/8	2	F	13 7/8	3 1/2	1/4	4	13 7/8	3 1/2	1/4	4	166	102	270 1/2	33 1/4	9 1/4
Clinton 4	4	1/4	1 1/4	7/8	H	11	2	19	1 1/4	38 3/8	2	F	15 5/8	3 3/4	1/4	4	15 5/8	3 3/4	1/4	4	163	105	270 1/2	38	8 1/2
Clinton 5	4	1/4	1 1/2	7/8	H	12	2	18	1 1/2	41	2	F	18	4	1/4	4	18	4	1/4	4	206 1/2	115	318	38	8
Clinton 5-7	4	1/4	1 1/2	7/8	H	12	2	18	1 1/2	41	2	F	18	4	1/4	4	18	4	1/4	4	130 1/2	91	242	38	10
Clydesdale 120B-5-6	3	1/4	1 11/16	7/8	V	9	2	18 1/2	2	46 1/2	2	F	18	4	1/4	4	18	4	1/4	4	131	.....	.....	38	.....
Clydesdale 90-3 1/2-4 1/2	3	7/8	1 5/8	7/8	V	9	1 1/2	14	1 1/2	42	1 1/2	F	16	3 3/4	1/4	4	16	3 3/4	1/4	4	143	.....	.....	38	.....
Clydesdale 65EX 2 1/2-3	3	7/8	1 5/8	7/8	V	9	1 1/2	14	1 1/2	42	1 1/2	F	13 1/4	3 1/2	1/4	4	13 1/4	3 1/2	1/4	4	132	.....	.....	33 1/4	.....
Clydesdale 65X-2 1/2-3	3	7/8	1 7/8	7/8	V	11	1 1/2	11	1 1/2	11	1 1/2	F	13 1/4	3 1/2	1/4	4	13 1/4	3 1/2	1/4	4	137	.....	.....	33 1/4	.....
Clydesdale 42-1 1/2-2	3	7/8	1 7/8	7/8	V	15	2	12	2	41	3/4	V	12	3 1/4	1/4	4	12	3 1/4	1/4	4	117	.....	.....	34	.....
Clydesdale 20-1-1 1/2	3	7/8	1 7/8	7/8	V	15	2	12	2	41	3/4	V	11 1/4	3	1/4	4	11 1/4	3	1/4	4	95	.....	.....	34	.....
Clydesdale 18-3/4-1 1/4	3	7/8	1 7/8	7/8	V	15	2	12	2	41	3/4	V	11 1/4	2 1/2	1/4	4	11 1/4	2 1/2	1/4	4	95	.....	.....	34	.....
Clydesdale 10-3/4-1 1/4	3	7/8	1 7/8	7/8	V	9	2	9	2	41	3/4	V	11 1/4	2 1/2	1/4	4	11 1/4	2 1/2	1/4	4	109	.....	.....	34	.....
Clydesdale 10A-1-3/4-1 1/4	3	7/8	1 7/8	7/8	V	9	2	9	2	41	3/4	V	11 1/4	2 1/2	1/4	4	11 1/4	2 1/2	1/4	4	109	.....	.....	34	.....
Columbia H-1 1/2	3	7/8	1	.....	V	10	1 1/4	12	1 1/4	39	1 1/4	F	23	1 3/4	1/4	4	23	1 3/4	1/4	4	Opt	Opt	Opt	32 1/2	10
Columbia G-2 1/2	3	7/8	1 1/4	.....	V	10	1 1/4	12	1 1/4	39	1 1/4	F	26	2	1/4	4	26	2	1/4	4	Opt	Opt	Opt	32 1/2	9
Columbia K-3	3	7/8	1 1/4	.....	V	11	1 1/2	13	1 1/2	42	2	F	26	2	1/4	4	26	2	1/4	4	Opt	Opt	Opt	32 1/2	9
Commerce 9-1500	3	7/8	1	7/8	V	10	2	10	2	44	3/4	V	50	2	7/8	2	48 1/2	2	7/8	2	92 5/8	53 5/8	193	34	9
Commerce 14B-3000	4	7/8	1	7/8	V	10	2	9 1/2	1 1/2	39 3/4	3/4	F	11 7/8	3 1/4	1/4	4	11 7/8	3 1/4	1/4	4	117	75	210	34	8 1/4
Commerce 25B-5000	4	1/4	1 1/4	7/8	V	9 1/2	1 1/2	15 1/2	1 1/2	42	1 1/2	F	13	3 1/2	1/4	4	13	3 1/2	1/4	4	132	84	228 1/2	34	12 1/2
Concord E-1	4	1/4	1	7/8	H	7	1 1/8	9 1/2	1 3/8	33 1/2	2	F	12	3	1/4	4	12	3	1/4	4	.....	.....	.....	32 1/4	.....
Concord G-2	4	1/4	1	7/8	H	7	1 1/8	9 1/2	1 3/8	33 1/2	2	F	13 1/2	3 1/2	1/4	4	13 1/2	3 1/2	1/4	4	.....	.....	.....	32 1/4	.....
Concord H-2	4	1/4	1 1/4	7/8	H	7	1 1/8	9 1/2	1 3/8	33 1/2	2	F	12	3 1/4	1/4	4	12	3 1/4	1/4	4	.....	.....	.....	32 1/4	.....
Concord J-2 1/2	4	1/4	1 1/4	7/8	H	7	1 1/8	9 1/2	1 3/8	33 1/2	2	F	13 1/2	3 1/2	1/4	4	13 1/2	3 1/2	1/4	4	.....	.....	.....	32 1/4	.....
Concord JL-3	4	1/4	1 1/4	7/8	H	7	1 1/8	9 1/2	1 3/8	33 1/2	2	F	13 1/2	3 1/2	1/4	4	13 1/2	3 1/2	1/4	4	.....	.....	.....	32 1/4	.....
Corbitt S-3/4	3	7/8	1	7/8	H	8	2	14	2	38	1 1/4	F	16 3/4	1 3/4	7/8	4	16 3/4	1 3/4	7/8	4	103	59	196	68 1/2	11 1/4
Corbitt E-1	3	7/8	1	7/8	H	9	2	12	2	41	5/8	V	16 3/4	1 3/4	7/8	4	16 3/4	1 3/4	7/8	4	104	62	198	68 1/2	11 1/4
Corbitt D-1 1/2	3	7/8	1	7/8	V	11	1 1/4	15	1 1/4	46	1 1/2	F	18	2	1/4	4	18	2	1/4	4	110	72	206	68 1/2	10
Corbitt C-2	3	7/8	1 1/4	7/8	V	13	1 1/4	15	1 1/4	46	1 1/2	F	22 1/4	2 1/4	1/4	4	22 1/4	2 1/4	1/4	4	132	78	230	69	10 1/4
Corbitt B-2 1/2	3	7/8	1 1/4	7/8	V	13	1 1/4	15	1 1/4	46	1 1/2	F	22 1/4	2 1/4	1/4	4	22 1/4	2 1/4	1/4	4	136	78	232	69	10 1/4
Corbitt R-2 1/2-3	3	7/8	1 1/4	7/8	V	14	1 1/4	8	1 1/4	46	1 1/2	F	22 1/4	2 1/4	1/4	4	22 1/4	2 1/4	1/4	4	153	92	254	69	10 1/4
Corbitt A-3 1/2-4	3	7/8	1 1/4	7/8	V	14	1 1/4	8	1 1/4	46	1 1/2	F	21	4	1/4	2	21	4	1/4	2	168	106	266	86 1/4	9
Corbitt AA-5	3	7/8	1 1/2	7/8	V	13	2	14	2	36	2	F	68 3/4	3	1/4	2	68 3/4	3	1/4	2	168	106	268	86 1/4	10
Day-Elder AN-1 1/2	3	7/8	1	1 1/4	V	6 3/4	1 3/4	7	1 1/4	34 5/8	1 3/8	F	10 7/8	3	1/4	4	10 7/8	3	1/4	4	106 3/4	62 3/4	191	35	.....
Day-Elder BN-2	3	7/8	1	1 1/4	V	4	1 1/2	12 1/2	1 1/2	41	1 1/4	F	11 3/4	3 1/4	1/4	4	11 3/4	3 1/4	1/4	4	118 1/2	78 3/4	202 3/4	35	.....
Day-Elder DN-2 1/2	3	7/8	1 1/4	1 1/2	V	4	1 1/2	12 1/2	1 1/2	43	1 3/8	F	13 7/8	3 1/2	1/4	4	13 7/8	3 1/2	1/4	4	122 1/2	72 3/4	212 3/4	35	.....
Day-Elder CN-3	3	7/8	1 1/4	1 1/2	V	10 1/2	2	12	1 1/4	37	2	F	13 7/8	3 1/2	1/4	4	13 7/8	3 1/2	1/4	4	123 1/4	77 1/4	216	35	.....
Day-Elder FN-4	3	7/8	1 1/2	1 3/4	V	7 1/2	1 1/2	12 1/2	1 1/2	43	1 3/8	F	15 5/8	3 3/4	1/4	4	15 5/8	3 3/4	1/4	4	120 1/4	81 3/4	214 1/2	35	.....
Day-Elder EN-5-6	4	1/4	1 1/2	1 3/4	V	12 1/2	2	.....	1 1/4	38	2	F	17 11/16	4	1/4	4	17 11/16	4	1/4	4	154	94	253	37	.....
Defiance G2-1 1/4	3	7/8	1	1 1/2	H	10	2	8	2	40	1 1/4	F	20	1 3/4	1/4	4	20	1 3/4	7/8	4	90	56	179 1/2	34	.....
Defiance GL2-1 1/4	3	7/8	1	1 1/2	H	10	2	8	2	40	1 1/4	F	20	1 3/4	1/4	4	20	1 3/4	7/8	4	119 1/2	76 1/2	203	34	.....
Defiance D-2-1 1/2	3	7/8	1	1 1/2	H	10	2	8	2	40	1 1/4	F	45	2 1/2	7/8	1	43 7/8	2 1/4	7/8	1	119 1/2	76 1/2	203	34	.....
Defiance E2-2	3	7/8	1	1 1/2	H	10	2	8	2	40	1 1/4	F	52	2 1/2	7/8	1	37	2 1/2	7/8	1	119 1/2	76 1/2	203	34	.....
Defiance EL-2-2	3	7/8	1	1 1/2	H	10	2	8	2	40	1 1/4	F	52	2 1/2	7/8	1	37	2 1/2	7/8	1	136 1/2	93 1/2	220	34	.....
Defiance H2-3	3	7/8	1 1/4	1 1/2	V	11 3/4	1 1/2	9	1 1/2	42 1/2	1 1/2	F	61	2 1/2	7/8	1	47	2 1/2	7/8	1	125 3/4	82 3/4	220	34	.....
Defiance HL-2-3	3	7/8	1 1/4	1 1/2	V	11 3/4	1 1/2	9	1 1/2	42 1/2	1 1/2	F	61	2 1/2	7/8	1	47	2 1/2	7/8	1	143 3/4	100 3/4	238	34	.....
Defiance H-3	3	7/8	1 1/4	1 1/2	V	11 3/4	1 1/2	9	1 1/2	42 1/2	1 1/2	F	61	2 1/2	7/8	1	47	2 1/2	7/8	1	101 3/4	66 3/4	190	34	.....
Diamond T-75-3/4	3	1/4	3/4	1	V	8	1 1/2	10 1/2	1 1/4	33 1/4	1 1/4	F	22	2 1/2	1/4	2	46 5/8	2 1/4	1/4	1	90	57 1/2	182 1/2	34	.....
Diamond T-O3-1	3	7/8	1	1 1/4	V	9	1 1/4	6	1 1/4	35	2	F	48	2 1/2	1/4	2	33	2 1/2	7/8	2	100	.....	.....	34	.....
Diamond T-T-1 1/2	3	7/8	1	1 1/4	V	9	1 1/4	6	1 1/4	35	2	F	11 1/2	3 1/4	1/4	4	11 1/2	3 1/2	1/4	4	Opt	.....	.....	34	.....
Diamond T-U2-2 1/2	3	7/8	1 1/4	1 1/4	V	9	1 1/4	8	1 1/4	35	2	F	13 1/4	3 1/2	1/4	4	13 1/4	3 1/2	1/4	4	Opt	.....	.....	34	.....
Diamond TK-3 1/2	3	1/4	1 1/4	1 1/2	V	10	1 1/2	10	1 1/2	35	2	F	15 5/8	3 3/4	1/4	4	15 5/8	3 3/4	1/4	4	Opt	.....	.....	37	.....
Diamond T-S-5	3	1/4	1 1/2	1 3/4	V	9	2	21	2	40 3/8	2	F	18	4	1/4	4	17 11/16	4	1/4	4	Opt	.....	.....	37	.....
Diehl A	4	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	28	2 1/2	1/4	2	27	2	7/8	2	90	48	174	.....	11
Dixon Model D	4	7/8	1	.....	V	11	1 1/2	8	1 1/2	41	.....	F	13	3 1/2	1/4	4	13	3 1/2	1/4	4	126	71	221 1/2	34 1/2	9 1/2
Dixon Model C	4	7/8	1 1/4	.....	V	11	1 1/2	9	1 1/2	42	.....	F	13	3 1/2	1/4	4	13	3 1/2	1/4	4	Opt	71	221 1/2	34 1/2	9 1/2
Dixon Model A	4	7/8	1 1/4	.....	V	12	1 1/2	10	1 1/2	42	.....	F	.....	.....	.....	.....	13	.....	.....	4	Opt	71	221 1/2	36	9 1/2
Dodge Brothers-3/4	4	1/2	1 1/8	1/4	V	9	1 1/2	7 1/4	1 1/8	34 1/2	1	F	19 1/4	2 1/4	7/8	4	14 3/16	1 1/4	7/8	4	.....	.....	.....	.....	.....
D-Olt	4	7/8	1	7/8	H	18	2	18	2	36	1	F	54	3	7/8	2	42	3	7/8	2	240	68	166	34	11
Dorris K-4-2	3	1/4	1 1/4	1 1/4	V	2 1/4	1 1/2	6 1/4	1 1/4	42 1/16	2	F	13 1/2	3 1/2	1/4	4	13 1/2	3 1/2	1/4	4	142 3/4	96 1/2	233 1/2	34	9
Dorris K7-3 1/2	3	1/4	1 1/4	1 1/4	V	2 1/4	1 1/2	6 1/4	1 1/4	42 1/16	2	F	15 3/4	3 3/4	1/4	4	15 3/4	3 3/4	1/4	4	178 1/2	130 1/2	270 1/2	36	9
Duplex E-3 1/2	3	1/4	1 1/4	1	.....	.....	.....	.....	.....	.....	.....	.....	9 1/2	2 1/2	1/4	2	5 1/2	2 1/2	1/4	2	126	.....	.....	39 1/2	.....
Duplex A	.....	.....	1 1/4	1 1/2	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	4	.....	2	.....	4	121	.....	.....	34	.....
Eagle 100-2	4	7/8	1 1/4	1	V	14	2	16	1 1/4	36	1 1/2	..	49 1/2	3	7/8	2	46	2	7/8	2	Opt	.....	.....	36	.....
Eagle 101-1 1/4	4	7/8	1 1/4	1	V	14	2	16	1 1/4	34	1 1/2	.	21	2 1/2	7/8	4	21	2 1/4	7/8	4	Opt	.....	.....	.....	.....
Eagle 104	4	7/8	1 1/4	1	V	14	2	16	1 1/4	36	1 1/2	F	49 1/2	3	7/8	2	46	2	7/8	2	Opt	.....	.....	.....	.....
Fageol 1 1/2-2	3	1/4	1 1/8	1 1/2	V	10	2 1/2	20	2 1/2	37 3/4	1 1/2	F	19 1/4	1 3/4	7/8	2	19 1/4	1 3/4	7/8	2	120	.....	.....	30	.....
Fageol 2 1/2-3	3	1/4	1 1/8	1 11/16	V	10	1 1/4	14 3/4	1 1/4	34 3/4	1 1/2	F	13 1/4	3 1/4	7/8	2	13 1/4	3 1/4	7/8	2	141	.....	.....	34	.....
Fageol 3 1/2-4	3	1/4	1 5/8	2	V	9	1 1/2	17 1/2	1 1/2	40 1/2	1 1/2	F	15 1/2	3 3/4	7/8	2	15 1/2	3 3/4	7/8	2	159 1/2	.....	.....	37 1/4	.....
Fageol 5-6	3	1/4	1 5/8	2	V	9	1 1/2	17 1/2	1 1/2	40 1/2	1 1/2	F	18	4	7/8	2	18	4	7/8	2	161 1/4	.....	.....	37 1/4	.....
Federal R-2-1	4	7/8	1	.....	V	.....	1 1/2	.....	1 1/2	.....	.....	F	.....	.....	.....	4	.....	.....	.....	4	110	.....	.....	.....	.....
Federal S-21-1 1/2	4	7/8	1	.....	V	.....	1 1/2	.....	1 1/2	.....	.....	F	.....	.....	.....	4	.....	.....	.....	4	118	.....	.....	.....	.....
Federal S-22-1 1/2	4	7/8	1	.....	V	.....	1 1/2	.....	1 1/2	.....	.....	F	.....	.....	.....	4	.....	.....	.....	4	118	.....	.....	.....	.....
Federal U-2-2 1/2	4	1/4	1 1/4	.....	V	.....	1 1/4	.....	1 1/2	.....	.....	F	.....	.....	.....	4	.....	.....	.....	4	134	.....	.....	.....	.....
Federal WL-4	4	1/4	1 1/4	.....	V	.....	1 1/2	.....	1 1/2	.....	.....	F	.....	.....	.....	4	.....	.....	.....	4	154	.....	.....	.....	.....
Federal X2-5	4	1/4	1 1/2	.....	V	.....	1 3/4	.....	1 1/2	.....	.....	F	.....	.....	.....	4	.....	.....	.....	4	154	.....	.....	.....	.....
Federal Light Duty	4	1/4	1 1/4	.....	V	.....	1 1/4	.....	1 1/2	.....	.....	F	.....	.....	.....	4	.....	.....	.....	4	86	.....	.....	.....	.....
Federal Heavy Duty	4	1/4	1 1/4	.....	V	.....	1 1/4	.....	1 1/2	.....	.....	F	.....	.....	.....	4	.....	.....	.....	4	99	.....	.....	.....	.....
Ford T-1	3	1/4	1.06	1 1/16	H	4	2	.....	1 3/4	26 1/16	1 1/2	F	23 3/4	1 1/4	7/8	1	12	1 1/2	7/8	2	60	.....	123	23	9 3/4
Fulton C-2	4	7/8	1 1/8	1 1/2	H	13	2	15	2	37 1/2	1 1/2	F	50 1/2	3	7/8	1	25	2 3/4	7/8	1	120	73	215 1/2	34	10
Fulton A-1	4	7/8	1 1/8	1 1/2	H	13	2	15	2	37 1/2	1 1/2	F	48	2 1/2	7/8	1	47 1/2	2 1/4	7/8	1	106	60	192	33 3/4	12
Fulton C-2	4	7/8	1 1/8	1 1/2	V	9 3/4	2	10	1 1/4	35 1/2	1 1/2	F	50 1/2	3	7/8	1	25	2 3/4	7/8	1	120	73	215 1/2	34	10
F. W. D. B-3	3	1/4	1 11/16	1 1/2	V	4	2	5	1 1/2	40	1 1/8	F	27	3 1/2	1/4	1	43	2 3/4	1/4	2	148	97	200	36	9 3/4
Garford 15-1	4	7/8	1	.....	V	.....	.....	.....	.....	34	1 1/2	F	11	2 1/2	1/4	4	11	2 1/2	1/4	4	96	61	187	34	11
Garford 25B-1 1/2	3	7/8	1 1/4	.....	H	.....	.....	.....	.....	37 1/16	1	F	11 3/4	3 1/4	1/4	4	11 3/4	3 1/4	1/4	4	108	70	200	34	9 3/4
Garford 70H-2 1/2	4	1/4	1 1/2	.....	V	.....	.....	.....	.....	34 1/16	2	F	13 7/8	3 1/2	1/4	4	13 7/8	3 1/2	1/4	4	121	74	214	34	9 3/4
Garford 80-4	4	1/4	1 1/4	.....	V	.....	.....	.....	.....	39	2	F	15 5/8	3 3/4	1/4	4	15 5/8	3 3/4	1/4	4	150	88 1/2	251	36	9 1/2
Garford 68D-5	4	1/4	1 1/2	.....	.....	.....	.....	.....	.....	39 1/4	5/8	R	17 3/4	4	1/4	4	17 3/4	4	1/4	4	150	88 1/2	251	36	10
Garford 15-A-5	4	1/4	1 1/2	.....	V	.....	.....	.....	.....	39 1/4	5/8	R	10 1/2	4	1/4	2	21 1/4	4	1/4	4	150	88 1/2	251	36	11
Gary F-1-1 1/2	3	7/8	1	5/8	V	.....	2	.....	.....	.....	1	F	11 1/2	3	1/4	4	11 1/2	3	1/4	4	97 3/16	.....	.....	34	11 1/4
Gary I-2	4	1/4	1 1/4	5/8	V	13 1/2	2	12	1 1/4	32	1 1/4	F	12	3 1/4	1/4	4	12	3 1/4	1/4	4	120	72	214	34	10 3/4
Gary J-2 1/2	4	1/4	1 1/4	5/8	V	10	2	12	1 1/4	36	2	F	13 1/2	3 1/2	1/4	4	13 1/2	3 1/2	1/4	4	120	76	214	34	10

Replacement Table—Continued

NAME, MODEL AND TONNAGE	ENGINE												BRAKE LINING								FRAME				
	Piston Rings		Carburetor			Upper Hose		Lower Hose		Fan Belt			Service				Emergency				Length			Width	
	No. per Cyl.	Width	Outlet Diameter	Inlet Diameter *	Vertical or Horizontal	Length	Width	Length	Width	Length	Width	Type	Length	Width	Thickness	No. of Pieces	Length	Width	Thickness	No. of Pieces	Back of Driver's Seat	Driver's Seat to Center of Rear Axle	Over All	Over All	Clearance at Lowest Point of Chassis
Gary K-3½	4	¼	1¼	⅜	V	13	2	16½	1¼	36	2	F	15¾	3¾	¼	4	15¾	3¾	¼	4	148	86	247	36¾	10¾
Gary M-5	4	¼	1½	⅜	V	14	2	18	1⅝	.....	2	F	18¼	4	¼	4	18¼	4	¼	4	168	99	275	39	10¼
G.M.C. K-16	4	⅛	1¼	1⅜	V	8¾	1½	8⅛	1½	33½	‡‡	V	49⅜	2⅛	⅛	2	47	2⅜	⅛	2	89	57	183½	34	8¾
G.M.C. K-41	4	¼	1¼	1⅝	V	10	1¾	9½	1¾	35¾	‡‡	V	13	3½	¼	4	13	3½	¼	4	Opt	Opt	Opt	33	9½
G.M.C. K-71	4	¼	1¼	1⅝	V	11¾	1¾	9½	1¾	35¾	‡‡	V	15½	3¾	¼	4	15½	3¾	¼	4	Opt	Opt	Opt	38	10¼
G.M.C. K-101	4	¼	1¼	1⅝	V	11¾	1¾	9½	1¾	35¾	‡‡	V	17¾	4	¼	4	17¾	4	¼	4	Opt	Opt	Opt	38	9¾
Gotfredson 20-1	4	⅛	1	1	V	9¼	1¾	10½	1¼	32⅛	1½	F	11½	2½	¼	4	11½	2½	¼	4	88 ⅛	56 ¼	182½	32	11½
Gotfredson 40-1½-2	4	¼	1	1	V	9¼	1¾	13½	1¼	32⅛	1½	F	12	3¼	¼	4	12	3¼	¼	4	120 ⅛	69 ¼	214½	32⅛	12
Gotfredson 50-2½	4	¼	1¼	1¼	V	11	2	16¼	1¼	41	1¾	F	13½	3½	¼	4	13½	3½	¼	4	127	81 ⅛	222	33	9½
Gotfredson 80-4	4	¼	1¼	1¼	V	14	2	18	1¾	43	2	F	15¾	3¾	¼	4	15¾	3¾	¼	4	157	89⅜	247⅜	35	9⅜
Gotfredson 100-5	4	¼	1½	1½	V	14	2	19	1½	42⅝	2	F	18	4	¼	4	18	4	¼	4	155¾	89¾	261¼	38	9⅞
Graham Bros. BA	3	⅛	1⅛	¼	V	9	1½	7¼	1¼	34½	1	F	50	2½	⅛	2	20	2½	⅛	4	96¾	56¾	202⅞	34	10¼
Graham Bros. CA	3	⅛	1⅛	¼	V	9	1½	7¼	1¼	34½	1	F	50	2½	⅛	2	20	2½	⅛	4	96¾	56¾	202⅞	34	10¼
Graham Bros. DA	3	⅛	1⅛	¼	V	9	1½	7¼	1¼	34½	1	F	50	2½	⅛	2	20	2½	⅛	4	62¾	34¾	168⅞	34	10¼
Graham Bros. EA	3	⅛	1⅛	¼	V	9	1½	7¼	1¼	34½	1	F	50	2½	⅛	2	20	2½	⅛	4	62¾	34¾	168⅞	34	10¼
Graham Bros. FA	3	⅛	1⅛	¼	V	9	1½	7¼	1¼	34½	1	F	50	2½	⅛	2	20	2½	⅛	4	132¾	74¾	238⅞	34	10¼
Gramm-Pioneer 10 Speed-1	3	⅛	1	1½	V	12	2¼	14½	2¼	29	1	F	48	2	⅛	2	26	2	⅛	1	97	54	180	30⅛	.....
Gramm-Pioneer 15-1½-2	3	⅛	1	1½	V	10¼	2	6	2	39	1¼	F	48½	2	⅛	2	45⅞	1½	⅛	2	120	74	205 ‡‡	32	.....
Gramm-Pioneer 65-1½-2	3	⅛	1	1½	V	10¼	2	6	2	39	1¼	F	19¾	1¾	⅛	4	19¾	1¾	⅛	4	120	74	205 ‡‡	32	.....
Gramm-Pioneer 125-2½	3	⅛	1¼	1½	V	4½	1½	12	1½	32	2	F	8	5	¼	2	45	2	⅛	4	126	77¾	214	32	.....
Gramm-Pioneer 30-3	3	¼	1¼	1½	V	11	1½	9	1½	33¾	2	F	22¾	2¼	¼	4	22¾	2¼	¼	4	129¾	81¾	226¾	36	.....
Gramm-Pioneer 75P-3½	3	¼	1¼	1½	V	11	1½	9	1½	33¾	2	F	22¾	2¼	¼	4	22¾	2¼	¼	4	129¾	.....	.....	36	.....
Gramm-Pioneer 40-4	3	¼	1¼	1½	V	11	1½	9	1½	33¾	2	F	28¾	2¾	¼	4	28¾	2¾	¼	4	144	87¾	240¾	36	.....
Gramm-Pioneer 50-5-6	3	¼	1½	1¾	V	23¼	2	13¾	1⅞	40¾	2	F	32 ‡‡	2¾	¼	4	32 ‡‡	2¾	¼	4	132	97	263½	36	.....
Grass Premier 40A	3	⅛	1	1½	V	12	2¼	14½	2¼	29	1	F	22½	1¼	⅛	4	48	2½	⅛	2	98	70	192	31	.....
Grass Premier 60A1½	4	‡‡	1¼	1½	V	14	2½	16	2½	.....	.....	...	48½	2	⅛	2	47	1½	⅛	2	108	66	204	31	.....
Grass Premier 70A2½	4	‡‡	1¼	1½	V	14	2½	16	2½	.....	.....	...	.....	.....	.....	...	.....	.....	.....	...	120	.....	214	31	.....
Grass Premier 90A3	3	¼	1½	1¾	V	11	1½	11	1½	40	1½	F	15⅛	3¾	¼	4	15¾	3¾	¼	4	95	83	192	35	.....
Gray N-½	3	⅛	1	¼	H	9	2¼	2¾	1¾	34⅜	1	F	27 ⅛	1¼	⅛	2	19½	1¼	⅛	1	.....	.....	112¾	35	9
Gray T-1	3	⅛	1	¼	H	9	2¼	2¾	1¾	34⅜	1	F	20 ⅛	2	⅛	4	19½	1¼	⅛	1	.....	.....	152¾	32	9
G. W. W. Super	3	¼	1¼	1¾	V	8	1¾	17½	1¼	37½	1¼	F	49	2½	¼	2	47	1½	⅛	2	89	72	192	32	11½
Harvey WOA-2	4	¼	1¼	2	V	11	2	14	1¼	35⅝	2	F	45	2	¼	2	45	2	¼	2	139	87	242¼	32	10
Harvey WFB-2½	4	¼	1¾	2	V	11	2	14	1¼	35⅝	2	F	50	2¼	¼	2	50	2¼	¼	2	139	87	242¼	32	10
Harvey WHB-3½	4	¼	1½	2	V	12	2	14	1¼	36½	2	F	20¾	4	¼	4	20¾	3	¼	4	151¾	85¾	258⅞	35	9
Harvey WFT-6	4	¼	1¾	2	V	11	2	14	1¼	36½	2	F	50	2¼	¼	2	50	2¼	¼	2	84	52	189 ⅛	32	10
Harvey WHT-10	4	¼	1½	2	V	12	2	14	1¼	36½	2	F	20¾	4	¼	4	20¾	3	¼	4	86	52½	191⅛	35	9
Hawkeye O	4	⅛	.....	1	V	12	2	9	1¾	.....	1½	F	.....	.....	.....	...	.....	.....	.....	...	.....	.....	.....	.....	.....
Hawkeye K	4	⅛	.....	1	V	12	2	9	1¾	.....	2	F	.....	.....	.....	...	.....	.....	.....	...	.....	.....	.....	.....	.....
Hawkeye M	4	¼	.....	1¼	V	12	2¼	9	1½	.....	2	F	.....	.....	.....	...	.....	.....	.....	...	.....	.....	.....	.....	.....
Hawkeye N	4	¼	.....	1¼	V	14	2½	12	1½	.....	2½	F	.....	.....	.....	...	.....	.....	.....	...	.....	.....	.....	.....	.....
Hug T	4	⅛	.....	1 ⅛	V	12	1¾	13	1¾	.....	1⅜	F	48	2½	⅛	2	.....	.....	.....	...	Opt	.....	.....	.....	.....
Hurlburt A1½-2	3	.....	1¼	1	.....	.....	.....	.....	.....	.....	.....	...	22	2	¼	2	22	2	¼	2	132	.....	.....	35½	.....
Hurlburt B2½	3	⅛	1¼	1	.....	.....	.....	.....	.....	.....	.....	...	24	2½	¼	2	23	2½	¼	2	154	.....	.....	34	.....
Hurlburt C3½-4	3	¼	1½	1¼	.....	.....	.....	.....	.....	.....	.....	...	26	3	¼	2	25	3	¼	2	144½	.....	.....	34	.....
Hurlburt D5-5½	3	¼	1½	1¼	.....	.....	.....	.....	.....	.....	.....	...	28	3	¼	2	27	3	¼	2	144½	.....	.....	34	.....
Indiana 12-1½	3	¼	1¼	.....	.....	17	1¼	14	1¼	38½	1	F	19	2	⅛	4	19	2	⅛	4	120	76	207¾	32	10¼
Indiana 20-2	3	¼	1¼	.....	.....	6	1¼	13	1¼	26⅜	1½	F	22¼	2¼	¼	4	22¼	2¼	¼	4	126	74½	217 ⅛	33	10¼
Indiana 25-2½	3	¼	1¼	.....	.....	6	1¼	13	1¼	26⅜	1½	F	22¼	2¼	¼	4	22¼	2¼	¼	4	138	81	229 ⅛	33	9¾
Indiana 35-3½	3	¼	1¼	.....	.....	6	1¼	13	1¼	26⅜	1½	F	20¾	...	¼	4	20¾	...	¼	4	144	84¾	235 ⅛	34½	8¾
Indiana 51-5	3	¼	1½	.....	.....	10	1½	17½	1½	40½	1¾	F	65 ⅛	3	⅜	2	65 ⅛	3	⅜	2	88	.....	.....	34	.....
Inter'l S—2000 lbs.-Sp. Tr.	3	¼	1¼	1¼	V	9¾	2¼	17¾	2¼	30¼	1	F	38	2	⅛	2	36	2	⅛	2	156¼	91	253	37½	10½
International 33-3000 lbs.	4	¼	1¼	1¾	V	6¼	2½	6½	2½	43½	1½	F	43¾	2¼	⅛	2	43¾	2¼	⅛	2	101¾	57¼	194¾	34	11½
International 43-4000 lbs.	4	¼	1¼	1¾	V	6¼	2½	6½	2½	43½	1½	F	50⅝	2¼	⅛	2	50⅝	2¼	⅛	2	109	59¼	202	32¼	11½
International 63-6000	4	¼	1¼	1¾	V	9	2½	14½	2	46	1¾	...	50⅝	2¼	⅛	2	50⅝	2¼	⅛	2	116 ⅛	67⅝	213⅞	34	11¾
International 103	4	¼	1¼	1¾	V	9	2½	6¼	3	51	1¾	F	.....	.....	.....	...	.....	.....	.....	...	146	87⅝	244	34	12¾
Jumbo 15-1½	4	¼	1	1½	V	12½	1¾	18	1¼	33⅜	2	F	48½	2	⅛	2	47	1½	⅛	2	120	73	211	32	11
Jumbo 25-2½	3	¼	1¼	1⅜	V	12	2	10	1¼	33¼	1¼	F	49¾	3	⅛	2	47½	2½	⅛	2	116	79	208	34	10
Jumbo 35-3½	4	¼	1¼	1⅜	V	18	2	21½	1¼	36 ⅛	2	F	60½	3	⅛	2	58½	2½	⅛	2	144	87½	244	36	11½
Kearns H-1	3	⅛	1	⅛	H	16	2	16	2	33	1	F	42	2	⅛	1	21	2	⅛	2	90	.....	.....	34	.....
Kearns N-1½	3	⅛	1	⅛	H	18	2	18	2	33	1	F	45	2½	⅛	1	22	2¼	⅛	2	133½	.....	.....	34	.....
Kearns N-1-2	3	¼	1¼	⅛	V	.....	.....	.....	.....	33	1¼	F	42	2¼	¼	4	42	2¼	¼	4	141	94	215½	34	.....
Kearns T-3½	3	¼	1½	⅜	V	.....	.....	.....	.....	.....	.....	...	22	4	¼	4	22	3	¼	4	168	116	274	35	.....
Kearns TF-5	3	¼	1½	⅜	V	.....	.....	.....	.....	.....	.....	...	32½	3	¼	4.	32½	3	¼	4	168	116	274	35	.....
Kelly-Springfield K33-1½	4	⅛	1¼	1 ‡‡	V	12¼	1½	26¾	1½	65⅝	1	V	17⅜	1⅛	⅛	4	17⅜	1⅛	⅛	4	133½	.....	.....	34	.....
Kelly-Springfield K380-2½	4	⅛	1¼	1 ‡‡	V	12¼	1½	26¾	1½	65⅝	1	V	17⅜	1⅛	⅛	4	17¾	1⅛	⅛	4	141	.....	.....	34	.....
Kelly-Springfield K-39-2½	4	⅛	1¼	1 ‡‡	V	12¼	1½	26¾	1½	65⅝	1	V	3 ⅛	4½	¼	12	21¼	2½	⅛	4	141	.....	.....	34	.....
Kelly-Springf'd K41-3½-5	4	¼	1¼	1 ‡‡	V	6 ⅛	1⅝	24	1½	59⅝	1	V	3 ⅛	4½	¼	12	25½	2½	⅛	4	144	.....	.....	36	.....
Kelly-Sprinf'd K61-5 to 7	4	¼	1¼	1 ‡‡	V	6 ⅛	1⅝	24	1½	59⅝	1	V	3 ⅛	4½	¼	12	25⅞	2½	⅛	4	144	.....	.....	36	.....
Kenworth KS-2½	4	¼	1¼	1¼	H	12	2	14	1¼	36	2	...	20	2¼	¼	4	20	2¼	¼	4	133	.....	.....	34	.....
Kenworth M-1½	4	¼	1¼	1¼	H	12	2	14	1¼	36	2	...	46	2	¼	4	46	2	¼	4	114	.....	.....	32	.....
Kenworth L-3	4	¼	1¼	1¼	H	13½	2	16	1¼	36	2	...	56	2½	¼	2	56	2½	¼	2	144	.....	.....	36½	.....
King Zeitler ¾	3	⅛	1	1 ⅛	V	12	2	14	2	39	1¼	F	11¼	2½	¼	4	11¼	2½	¼	4	Opt	Opt	Opt	30	10½
King Zeitler 1	3	⅛	1	1 ⅛	V	12	2	14	2	39	1¼	F	11	3	¼	4	11	3	¼	4	Opt	Opt	Opt	32	10½
King Zeitler 1½	4	⅛	1	1 ⅛	V	11	1½	15½	1½	39	1¼	F	12¼	3¼	¼	4	12¼	3¼	¼	4	Opt	Opt	Opt	32	10¾
King Zeitler 2½	4	¼	1¼	1 ‡‡	V	12	1½	16	1½	38	1½	F	13½	3½	¼	4	13½	3½	¼	4	Opt	Opt	Opt	32	10
King Zeitler 3½	4	¼	1¼	1 ‡‡	V	12	1½	16	1½	40	1½	F	16	3¾	¼	4	16	3¾	¼	4	Opt	Opt	Opt	36	10¾
King Zeitler 5	4	¼	1½	1 ‡‡	V	14	2	22	2	40½	2	F	19½	4	¼	4	19½	4	¼	4	Opt	Opt	Opt	36	10¼
Kissel 1 Ton	3	⅛	.....	1¼	.....	12¼	1¾	10	1½	46¾	2	F	11	3	¼	4	11	3	¼	4	102	.....	.....	34	.....
Kissel Utility 1½	3	⅛	.....	1¼	.....	12¼	1¾	10	1½	46¾	2	F	19	2	⅛	4	19	2	⅛	4	120	.....	.....	34	.....
Kissel Freighter 2	3	⅛	.....	1¼	.....	12¼	1¾	10	1½	49	2	F	14	3½	¼	4	14	3½	¼	4	144	.....	.....	34	.....
Kissel Heavy Duty 4	3	⅛	.....	1¼	.....	13¾	1¾	10	1½	52¾	2	F	56	2½	¼	2	56	2½	¼	2	156	.....	.....	36	.....
Kleiber 1½	4	¼	1¼	.....	V	11	1½	13	1½	45½	1⅜	F	13	3¼	¼	4	13	3¼	¼	4	114	.....	.....	34	.....
Kleiber 2½	4	¼	1½	.....	V	12	1½	14	1½	47½	1⅜	F	14	3½	¼	4	14	3½	¼	4	150	.....	.....	34	.....
Kleiber 3½	4	¼	1½	.....	V	13	1½	14½	1½	47½	1⅜	F	16	3¾	¼	4	16	3¾	¼	4	156	.....	.....	38	.....
Kleiber 5	4	¼	1¾	.....	V	14	1½	15	1½	48½	1¾	F	18	4	¼	4	18	4	¼	4	171	.....	.....	38	.....
Krebs J-24	4	¼	1	⅛	V	8	1½	17	1½	42	1½	F	11¼	2½	¼	4	11¼	2½	¼	4	119	64	214	33	10¾
Krebs K-45	4	¼	1¼	⅛	V	10	1½	17	1½	42	1½	F	12	3¼	¼	4	12	3¼	¼	4	122	60	222	33	10
Krebe L-75	4	¼	1¼	⅛	V	11	1½	17	1½	44	2	F	13½	3½	¼	4	13½	3½	¼	4	131	80	234	33¼	9
Krebe L-110	4	¼	1¼	⅛	V	11	1½	17	1½	44	2	F	16	3¾	¼	4	16	3¾	¼	4	131	87	234	38	10
Krebs B-120	4	¼	1½	⅛	V	11	1½	17	1½	44	2	F	16	3¾	¼	4	16	3¾	¼	4	125½	92½	234	38	10

Replacement Table—Continued

NAME, MODEL AND TONNAGE	ENGINE												BRAKE LINING								FRAME				
	Piston Rings		Carburetor			Upper Hose		Lower Hose		Fan Belt			Service				Emergency				Length			Width	
	No. per Cyl.	Width	Outlet Diameter	Inlet Diameter	Vertical or Horizontal	Length	Width	Length	Width	Length	Width	Type	Length	Width	Thickness	No. of Pieces	Length	Width	Thickness	No. of Pieces	Back of Driver's Seat	Driver's Seat to Center of Rear Axle	Over All	Over All	Clearance at Lowest Point of Chassis
Lange F 3½	4	1/4	1 1/16	1 5/16	V	5	1½	15½	1½	45	1½	F	13¾	3¾	¼	4	13¾	3¾	¼	4	139	88	227½	37	9½
Lange E–2½	4	1/4	1 1/16	1 5/8	V	9	1½	15½	1½	42	1½	F	11½	3½	¼	4	11½	3½	¼	4	139	85	229	33	10
Larrabee X2–1–1¼ Ton	3	1/4	1¼	1¾	v	6	1¼	14	1¼	34	1¼	F	50	2	1/4	2	50	2	1/4	2	108	59	205	34	11
Larrabee J4–1½–2¼ Ton	4	1/4	1	1½	V	6½	1¼	10	1½	41	1¼	F	19	2	1/16	4	19	2	1/16	4	108	67½	199	34	10½
Larrabee K5–2½–3½ Ton	4	¼	1¼	1¾	V	6	1½	11	1½	45½	1½	F	21	2¼	¼	4	21	2¼	¼	4	Opt	Opt	Opt	34	9¾
Larrabee L4–3½–4½ Ton	4	¼	1¼	1¾	V	6	1½	11	1½	45½	1½	F	21	4	¼	4	21	3	¼	4	Opt	Opt	Opt	36	9
Maccar EX	3	1/4	1¼	3/8	V	4½	1½	15	1½	35 1/16	1¼	F	50	2	1/4	2	48	2	1/4	2	101 5/8	68	192½	37	9½
Maccar L–1, 1½	4	¼	1¼	3/8	V	4	1¾	19	1½	35	2	F	11 5/8	3¼	¼	4	11 5/8	3¼	¼	4	125¾	74¼	228½	34	10½
Maccar H–1, 3	4	¼	1¼	3/8	V	4	1¾	19	1½	37½	2	F	13 1/16	3½	¼	4	13 1/16	3½	¼	4	139¾	70¾	243 5/8	34	10
Maccar M–2, 4	4	¼	1¼	3/8	V	4	1¾	19	1½	37½	2	F	14¾	3¾	¼	4	14¾	3¾	¼	4	153¾	91¾	257 5/8	34	8¾
Maccar G–1, 5	4	¼	1½	3/8	V	8	1¾	16½	1¾	40¾	2	F	18	4	¼	4	18	4	¼	4	163⅞	99⅞	278	37½	10
Maccar HT	4	¼	1¼	3/8	V	4	1¾	19	1½	35	2	F	13 1/16	3½	¼	4	13 1/16	3½	¼	4	139¾	79¾	243 5/8	34	10
Mack AB–1½, 2, 2½–T.-Ch	3	1/4	1¼	1 5/8	V	7½	1¼	5 5/8	1¼	36 5/8	1¼	F	11 5/8	4	¼	2	16½	2½	¼	4	Opt	.....	.....	33¼	.....
Mack Dual R'd'n–1½, 2, 2½	3	1/4	1¼	1 5/8	V	7½	1¼	5 5/8	1¼	36 5/8	1¼	F	18¼	3½	¼	4	12	6	¼	2	Opt	.....	.....	33¼	.....
Mack AB–Tractor–5	3	1/4	1¼	1 3/8	V	7½	1¼	5 5/8	1¼	36 5/8	1¼	F	11 5/8	4	¼	2	16½	2½	¼	4	77	.....	.....	33¼	.....
Mack AC–3½, 5, 6½, 7½	3	¼	1½	1 5/8	V	5	1¾	3¼	2	.....	.....	...	16½	3	¼	4	20½	3½	¼	4	Opt	.....	.....	37½	.....
Mack AC–Trac.–7,10,13,15	3	¼	1½	1 5/8	V	5	1¾	3¼	2	.....	.....	...	16½	3	¼	4	20½	3½	¼	4	87	.....	.....	37½	.....
Mason Road King	3	¼	1 3/8	.....	V	11 5/8	2	14½	1½	.....	1½	F	42 1/16	2¾	1/16	1	40 5/8	2¾	1/16	2	85	56 11/16	175	30	10
Master 22–1½	4	¼	1¼	1 11/16	V	13½	2	12½	1¼	30½	1	F	12	3¼	¼	2	12	3¼	¼	2	Opt	.....	.....	34⅛	.....
Master 41–2½	4	¼	1¼	1 11/16	V	13½	2	12½	1¼	31	1¼	F	13¼	3½	¼	2	13¼	3½	¼	2	117⅜	.....	.....	34	.....
Master 51–3½	4	¼	1½	1 11/16	V	13½	2	15	1¼	35	2	F	16	3¾	¼	2	16	3¾	¼	2	147¾	.....	.....	36¾	.....
Master 61–5	4	¼	1½	1 11/16	V	13½	2	15	1¼	35	2	F	13¼	4	¼	2	18	4	¼	2	162⅞	.....	.....	36¾	.....
Master 64–5–6	4	¼	1½	1 11/16	V	13½	2	15	1½	37	2	F	13¼	4	¼	2	18	4	¼	2	162⅞	.....	.....	39	.....
Maxwell 1½	3	1/8	1	.....	V	7¾	2 1/16	3½	2 1/16	36½	5/8	...	31	1½	1/16	4	24 5/8	2	1/16	1	102	.....	.....	36	.....
Menominee Hurryton–1	3	¼	1¼	1 3/4	V	6	1½	12	1¼	40	1¼	F	11	2½	¼	4	11	2½	¼	4	102 1/16	.....	197	33	10½
Menominee H–1½	3	¼	1¼	1 3/4	V	.....	.....	.....	.....	.....	.....	...	13½	3½	¼	8	.....	.....	.....	...	122	.....	216	32	10¾
Menominee D–2	3	¼	1¼	1 3/4	V	3	1¾	3	1½	37¾	2	F	13½	3½	¼	8	42½	2½	1/16	2	146	.....	224	32	10¾
Menominee HT–1¼	3	¼	1	1½	V	9¼	1¾	10½	1¼	33¾	1¼	F	47 1/16	2½	1/16	2	33¼	2½	1/16	2	102¾	.....	192	32	10¾
Menominee J–3, 5	3	¼	1½	2	V	3	1¾	3	1¾	40¾	2	F	69 1/16	3½	1/16	2	52	2½	1/16	2	149	.....	246	38	9
Menominee G–3½	3	¼	1¼	1 3/4	V	3	1¾	3	1¾	37¾	2	F	15 5/8	3¼	¼	4	15 5/8	3¼	¼	4	149	.....	246	36	9
Moreland RR–1	3	¼	1	1¼	V	8	1½	11¼	1½	34	1¾	F	49	2½	1/16	2	46	2½	1/16	2	108	56 1/16	208 3/8	34	.....
Moreland BX–1½	3	¼	1	1¼	V	8	1½	11¼	1½	34	1¾	F	12	3¼	¼	4	12	3¼	¼	4	108	56 1/16	208 3/8	34	.....
Moreland EX–2	3	¼	1¼	1½	V	9	1½	14	1½	42	1¾	F	12	3¼	¼	4	12	3¼	¼	4	132	79⅛	226¼	34	.....
Moreland AX–3	3	¼	1¼	1½	V	9	1½	13	1½	42	1¾	F	13½	3½	¼	4	13½	3½	¼	4	174	101¼	253	34	.....
Moreland RX–5	4	¼	1½	1¾	V	8	1½	14½	1½	42	2	F	15½	3¾	¼	4	15½	3¾	¼	4	192	115¼	271	38	.....
Moreland RC–Bus	3	¼	1	1¼	H	8	1½	11¼	1½	34	1½	F	49	2½	¼	2	46	2½	¼	2	156	100	256	34	7
Moreland EC–Bus	3	¼	1¼	1½	H	9	1½	13	1½	42	1½	F	13½	3½	¼	4	13½	3½	¼	4	152	102	254	34	8
Moreland AC–Bus	3	¼	1¼	1½	H	9	1½	13	1½	42	1½	F	15½	3¾	¼	4	15½	3¾	¼	4	171	114¼	271	44	7
Nash 2018–1–1½	4	¼	1¼	1¼	....	3	1½	7¾	1¼	36	1	F	49⅛	2	1/16	2	20 1/16	2½	1/16	1	104½	61	193	30½	9¼
Nash 3018–2–2½	4	¼	1¼	1¼	....	3	1½	.....	.....	44	1	F	50⅝	3	1/16	2	20 1/16	2½	1/16	1	118¾	65	207	31⅝	9¾
Nash 4017–2–2½	3	¼	1¼	1¼	....	7	1½	.....	.....	44	2	F	49¼	2½	¼	4	25 1/16	2½	¼	1	117⅛	85½	202½	38½	14¾
National FA–1	3	¼	1	1/16	V	17	1¼	11	1¼	44	1	F	11	3	¼	4	11	3	¼	4	97⅜	58⅜	194	34	10 11/16
National GA–1½	3	¼	1	1/16	V	17	1¼	11	1¼	44	1	F	12	3¼	¼	4	12	3¼	¼	4	111⅜	63⅜	208	34	9½
National HD–2½	3	¼	1¼	1/16	V	12	1½	18	1½	42	1¾	F	13½	3½	¼	4	13½	3½	¼	4	123½	80½	220	34	9½
National NB–3½	3	¼	1½	1/16	V	10	1½	17	1½	40	1¾	F	16	3¾	¼	4	16	3¾	¼	4	142	91	243	36	8½
National OA–5	3	¼	1½	1/16	V	12	1½	18	1½	46	1¾	F	17½	4	¼	4	17½	4	¼	4	137¾	91¾	238	38	10
Nelson & LeMoon G–1	4	¼	1	1/16	V	8	1⅜	3½	1⅜	39½	1⅛	F	11½	2½	1/16	2	11½	2½	1/16	2	65	.....	.....	.....	11
Nelson & LeMoon G–1½	4	¼	1	1/16	V	8	1⅜	3½	1⅜	39½	1⅛	F	11½	3	1/16	2	11½	3	1/16	2	Opt	.....	.....	.....	11
Nelson & LeMoon G–2	4	¼	1¼	1/16	V	9	1⅜	3½	1⅜	41¼	1¼	..	12	3¼	¼	2	12	3¼	¼	2	Opt	.....	.....	.....	11
Nelson & LeMoon G–3	4	¼	1¼	1/16	V	9	1⅜	3½	1⅜	41¼	1¼	...	13½	3½	¼	2	13½	3½	¼	2	Opt	.....	.....	.....	11
Nelson & LeMoon G–4	4	¼	1¼	1/16	V	9	1⅜	3½	1⅜	41¼	1¼	...	16½	3¾	¼	2	16½	3¾	¼	2	Opt	.....	.....	.....	11
Nelson & LeMoon G–5	4	¼	1½	1/16	V	12	2	6	2	40½	2	...	18	4	¼	4	18	4	¼	4	Opt	.....	.....	.....	11
Netco DK–2	3	1/4	1¼	1 1/16	V	12	1½	16	1¼	40 1/16	1½	F	13 1/16	3½	¼	4	13 1/16	3½	¼	4	142	94	234½	34¼	9
Netco HL–2½–3	3	1/4	1½	1 1/16	V	13	1½	16	1¼	41¼	1½	F	13 1/16	3½	¼	4	13 1/16	3½	¼	4	139½	93½	234½	34¼	9
Noble A–75	4	1/16	1	1 1/16	V	10	1¾	12½	1¼	33½	1½	F	47	2½	¼	2	45	2½	¼	2	100	58	191	34	.....
Noble A–21–1¼	4	1/16	1	1 1/16	....	10	1¾	12½	1¼	33½	1½	F	19	2	¼	4	19	2	¼	2	102	74	203	34	....
Noble B–31–2	4	1/16	1	1 1/16	....	7	1 7/8	16½	1¼	34¼	1 7/8	F	43	2	¼	2	43	2	¼	2	126	80	221	34	.....
Noble D–51–2½	4	¼	1¼	1 1/8	....	9	2	12	1¼	34¼	1 7/8	F	21	2¼	¼	4	21	2¼	¼	4	...	101	207	34	.....
Noble E–71–3½	4	¼	1¼	1 1/8	....	14½	2	16	1¼	34¼	1 7/8	F	57	2½	¼	2	57	2½	¼	2	...	114	218	36	.....
Northway B–2–2	3	1/4	1 1/16	1¾	V	5¼	2¼	13 7/8	1¼	46 11/16	5/8	V	50½	2¼	¼	2	50½	2¼	¼	2	133	62	223½	33	9
Northway B–3–3½	3	1/4	1 1/16	1¾	V	5¼	2¼	13 7/8	1¼	46 11/16	5/8	V	54	2½	¼	2	54	2½	¼	2	173	92	253¼	34 5/8	11
Ogden A–2–1	3	1/4	1	1	H	12	2	6	2	44	3/4	V	11	2½	¼	4	11	2½	¼	4	108	56	186	33¼	10½
Ogden D–1½	3	1/4	1	1	V	13	2	12	2	44	3/4	V	10 11/16	3	¼	4	10 11/16	3	¼	4	120	.....	.....	33¼	.....
Ogden E–2½	3	1/4	1¼	2	V	10	1 1/8	14	1 1/8	30	1¼	F	52	2¼	¼	1	52	2¼	¼	1	144	.....	.....	33¼	.....
Ogden F–3½	3	1/4	1¼	2	V	11	1/2	16	1½	36	1½	F	15 5/8	3¾	¼	4	10 5/8	3¾	¼	4	168	.....	.....	37	.....
Ogden G–5	3	¼	1½	3	V	9	2	18	2	40	2	F	11	6	¼	2	25	4	¼	4	168	.....	.....	37	.....
Old Reliable B–2½	3	¼	1½	1¼	....	.....	.....	.....	.....	.....	.....	...	54	2	¼	1	54	2	¼	1	144	.....	.....	32	.....
Old Reliable C–3½	3	¼	1½	1½	....	.....	.....	.....	.....	.....	.....	...	60	2½	¼	1	60	2½	¼	1	150	.....	.....	32	.....
Old Reliable D–5	3	¼	1½	1½	....	.....	.....	.....	.....	.....	.....	...	72	3	¼	1	72	3	¼	1	156	.....	.....	34	.....
Old Reliable K. L. M.–7	3	¼	1½	1½	....	.....	.....	.....	.....	.....	.....	...	54	3½	¼	1	60	4	¼	1	158	.....	.....	36	.....
Olympic J	4	¼	1¼	1 5/8	H	12	2	11	1¼	33½	2	F	13½	3½	¼	4	13½	3½	¼	4	123	85	240	33	10
Oneida B9–2	3	1/4	1¼	1½	H	9½	1¼	9½	1¼	38½	2	F	48	2½	1/16	2	34	2½	1/16	2	114	.....	.....	34	.....
Oneida C9–2½	3	1/4	1¼	1½	H	9½	1¼	9½	1¼	38½	2	F	58	2½	1/16	2	43	2½	1/16	2	138	.....	.....	34	.....
Oneida D9–3½	3	1/4	1¼	1½	H	7	1½	9½	1½	40	2	F	16	3¾	¼	4	16	3¾	¼	4	155¾	.....	.....	36	.....
Oneida E9–5	3	¼	1¼	1½	H	7½	1¾	9½	1½	40	2	F	18	4	1/16	4	18	4	1/16	4	177	.....	.....	38	.....
Oshkosh A–2	3	1/4	1¼	1½	H	16	2	17	2	33¼	1¼	F	23 5/8	3½	¼	1	43½	2½	1/16	2	108	75 5/8	189	34	.....
Oshkosh AA–2	3	1/4	1¼	1½	H	16	2	17	2	33¼	1¼	F	23 5/8	3½	¼	1	43½	2½	1/16	2	144	110 5/8	224	34	.....
Oshkosh BO–2½	4	1/4	1¼	1¾	V	9¾	1½	12	1½	36½	2	F	23 5/8	4½	5/16	1	43½	2½	1/16	2	125	85½	211	34	...
Oshkosh BBO2½	4	1/4	1¼	1¾	V	9¾	1½	12	1½	36½	2	F	23 5/8	4½	5/16	1	43½	2½	1/16	2	144	104½	230	34	.....
Overland ½	4	1/4	1 1/16	1 5/8	H	12	2 1/16	7¼	2 1/16	33¼	7/8	F	31 1/16	1½	1/16	2	27 1/16	1¼	1/16	2	44¾	68¼	127¼	26	9½
Parker B–23	4	1/4	1	1¼	V	9	2	6	1¼	32	1½	F	42	2¾	1/16	2	42	2¾	1/16	2	94½	58½	184½	33	10
Parker E–24	3	1/4	1	1¼	V	4	1¼	16	1¼	35¼	1¼	F	47	2½	1/16	2	32¾	2½	1/16	2	113½	70½	200	33	9¾
Parker G24–2½	3	1/4	1¼	1½	V	19	1¾	16½	1½	38	2	F	10¾	5	¼	2	19	2½	¼	4	127	79	219	33	9¾
Parker J24–3½	3	1/4	1¼	1½	V	19	1¾	16½	1½	38	2	F	10¾	5	¼	2	19	3½	¼	4	139½	90	231½	33	11
Parker M20–5	3	1/4	1½	1¾	V	14	1¾	18	1¾	40½	2	F	10¾	5	¼	2	24½	4	¼	4	145	83½	243½	37	10¼
Patriot Revere–1	3	1/4	1 1/16	3/8	H	8	2	9	2	39	1¼	F	40½	1¾	1/16	1	40½	1¾	1/16	1	93	56	184	33¼	11¾
Patriot Lincoln Special–2	3	1/4	1 1/16	3/8	V	6	1¼	8	1½	37	1¾	F	40½	1¾	1/16	1	40½	1¾	1/16	1	113	65	207	34	10
Patriot Washington Spl.–3	3	1/4	1 1/16	3/8	V	11	1½	10	2	39	2	F	58	2½	¼	1	43	2½	¼	1	150	82	246	34	10
Penn 1	4	1/16	1 1/16	1 5/8	H	12	2 1/16	7¼	2 1/16	33¼	7/8	F	40	1½	1/16	4	40	1½	1/16	4	89	52	178	34	9½
Penn 2	3	¼	1	....	V	8	2 1/16	8	2 1/16	38	1	F	50½	3	1/16	1	46¾	2	1/16	1	124	80	214	38	12

Replacement Table—Continued

NAME, MODEL AND TONNAGE	ENGINE												BRAKE LINING								FRAME				
	Piston Rings		Carburetor			Upper Hose		Lower Hose		Fan Belt			Service				Emergency				Length			Width	
	No. per Cyl.	Width	Outlet Diameter	★ Inlet Diameter	Vertical or Horizontal	Length	Width	Length	Width	Length	Width	Type	Length	Width	Thickness	No. of Pieces	Length	Width	Thickness	No. of Pieces	Back of Driver's Seat	Driver's Seat to Center of Rear Axle	Over All	Over All	Clearance at Lowest Point of Chassis
Perfection A	3	¼	1	⅞	V	9	2	6	2	43¾	⅝	V	10 ⅞	2½	¼	4	10 ⅞	2½	¼	4	95¾	67¼	175	32	10½
Perfection B	3	¼	1	⅞	V	9	2	6	2	43¾	⅝	V	10 ⅞	2½	¼	4	10 ⅞	2½	¼	4	104¾	76¾	184	32	10½
Perfection C	4	¼	1¼	1⅛	V	9½	2	14	1½	41½	1½	F	10	2½	¼	4	10	2	¼	4	117⅝	78⅝	217	34	10¼
Perfection D	4	¼	1¼	1⅛	V	9½	2	14	1½	41½	1½	F	10	2½	¼	4	10	2	¼	4	103⅝	64⅝	203	34	9½
Perfection E	4	¼	1½	1⅞	V	12	2	6	2	40¾	2	F	12	3¼	¼	4	12	2¼	¼	4	116¾	80¼	205	38	12½
Perfection EA	4	¼	1½	1⅞	V	12	2	6	2	40¾	2	F	12	3¼	¼	4	12	2¼	¼	4	146¾	110¼	235	38	12½
Pierce Arrow XA-2	3	¼	1 ⅛	1⅝	V	16⅜	2⅜	14¼	2⅛	43½	1½	F	22 ⅞	2¼	¼	4	22 ⅞	2¼	¼	4	125 ⅛	70 ⅜	225	34 ⅛	8⅛
Pierce Arrow XB-3	3	¼	1 ⅛	1⅝	V	16⅜	2⅜	14¼	2⅛	43½	1½	F	22 ⅞	2¼	¼	4	22 ⅞	2¼	¼	4	125 ⅛	70 ⅜	225	34 ⅛	8⅛
Pierce Arrow WC-4	3	¼	1 ⅜	1⅞	V	11	2⅜	15½	2⅛	43½	1½	F	9 ⅜	6	¼	2	18	4¾	¼	4	133¼	78¾	237	38 ⅛	7 ⅜
Pierce Arrow WD-5	3	¼	1 ⅜	1⅞	V	11	2⅜	15½	2⅛	43½	1½	F	9 ⅜	6	¼	2	18	4¾	¼	4	133¼	78¾	237	38 ⅛	7 ⅜
Pierce Arrow RE-6	3	¼	1 ⅜	1⅞	V	11	2⅜	15½	2⅛	43½	1½	F	9 ⅜	6	¼	2	20 ⅞	4¾	¼	4	139¼	84¾	243	38 ⅛	8 ¼
Pierce Arrow RF-7½	3	¼	1 ⅜	1⅞	V	11	2⅜	15½	2⅛	43½	1½	F	9 ⅜	6	¼	2	20 ⅞	4¾	¼	4	139¼	84¾	243	38 ⅛	8 ¼
Pierce Arrow XB-TT	3	¼	1 ⅛	1⅝	V	16⅜	2⅜	14¼	2⅛	43½	1½	F	22 ⅞	2¼	¼	4	22 ⅞	2¼	¼	4	77 ⅛	48 ⅜	172 ⅛	34 ⅛	8½
Pierce Arrow WD-TT	3	¼	1 ⅜	1⅞	V	11	2⅜	15½	2⅛	43½	1½	F	9 ⅜	6	¼	2	18	4¾	¼	4	77¼	48¾	173⅝	38 ⅛	7 ⅜
Pierce Arrow RF-TT	3	¼	1 ⅜	1⅞	V	11	2⅜	15½	2⅛	43½	1½	F	9 ⅜	6	¼	2	20 ⅞	4¾	¼	4	77¼	48¾	173⅝	38 ⅛	8 ¼
Pioneer 59AA-1	3	¼	1¼	1½	V	13	2	12	2	35	1	F	14	1¾	¼	4	14	1¾	¼	4	102	.....	.....	30	.....
Pittsburgher A 1½–2	3	¼	1¼	1¼	....	6	1½	12	1¼	37	1	F	24	2	¼	4	24	2	¼	4	126	74	210	.....	.....
Pittsburgher C–2½–3	3	¼	1¼	1¼	....	6	2¼	16	1¼	43	2¼	F	26	2	¼	4	26	2	¼	4	136	84	220	.....	.....
Pittsburgher D–3½	3	¼	1¼	1¼	....	6	2¼	16	1¼	43	2¼	F	26	2	¼	4	26	2	¼	4	136	84	220	.....	.....
Power 1½	3	⅛	1	....	V	8	1¼	10	1¼	36	1½	F	11¾	3¼	¼	4	11	3¼	¼	4	.....	.....	.....	32	10½
Power F–2½	3	⅛	1	....	V	8	1¼	12¼	1¼	36	1½	F	26½	2	¼	4	26¼	2	¼	4	143	.....	.....	32	12
Power C–3½	3	¼	1¼	....	V	9	1½	12	1½	36	1½	F	59	2¼	¼	1	45	2¼	¼	1	.....	.....	.....	36	12
Rainier R31–¾	3	¼	1	⅞	V	9	2	6	2	43¾	⅝	V	11	2½	¼	4	11	2½	¼	4	86½	50⅜	181	34	11¾
Rainier R-29–1	3	¼	1	⅞	V	9	2	6	2	43¾	⅝	V	11	2½	¼	4	11	2½	¼	4	96½	57⅝	190¼	34	10¼
Rainier R36–1½	4	¼	1	⅞	V	8	1½	14	1½	40	1¼	F	11¾	3½	¼	4	11	3½	¼	4	111	72¼	206½	34	9⅝
Rainier R28–2–2½	4	¼	1¼	⅞	V	9½	1½	14	1½	42	1¼	F	20	2¼	¼	4	20	2¼	¼	4	124¾	80½	225	33	9⅝
Rainier R20–2½–3	4	¼	1¼	⅞	V	9½	1½	14	1½	42	1¼	F	13	3½	¼	4	13	3½	¼	4	137½	85½	241¾	33	10
Rainier R25–3½–5	4	¼	1¼	⅞	V	9½	1½	14	1½	42	1¼	F	15½	3¾	¼	4	15½	3¾	¼	4	157½	91	263⅞	37	8¾
Rainier R27–6–7	4	¼	1½	⅞	V	9½	1½	14	1½	42	1¾	F	18	4	¼	4	18	4	¼	4	154½	88	263⅞	37	9½
Red Ball	3	¼	1 ⅛	⅞	V	8	1½	14	1½	42	1½	F	58	2½	⅛	2	43	2½	⅛	2	167½	104½	267	34	10½
Reo F-2500 lbs	3	¼	1	1¼	V	5½	1	5½	1	39 ⅜	⅓	F	45⅞	3	⅜	1	40 ⅜	3	⅜	1	81 ⅜	55 ⅛	171	30	10½
Rowe CDW–2	3	¼	1¼	⅞	....	10½	1¾	10½	1½	32½	1⅛	F	24	2½	¼	4	24	2½	¼	4	123	79	202½	33	10¾
Rowe CDW–2½	4	¼	1¼	⅞	V	20	1¾	15½	1½	32½	1⅛	F	24	2½	¼	4	24	2½	¼	4	123	103½	224	33	9¾
Rowe GSW–3	3	¼	1¼	⅞	....	20	1¾	15½	1½	36¼	2	F	24	2½	¼	4	24	2½	¼	4	140	96¼	224	33	9¾
Rowe HW–4	3	¼	1¼	⅞	....	20	1¾	15½	1½	36½	2	F	56½	2½	¼	2	56½	2½	¼	2	146	96	230½	36	9
Rowe FW–5	3	¼	1¼	⅞	....	20	1¾	15½	1½	36¼	2	F	68	3	¼	2	68	3	¼	2	153	107¼	237½	38½	10¼
Ruggles 15–¾	3	¼	1	⅞	V	12½	2	20	2	34¾	1¼	F	43⅞	2	¼	2	39	1¾	¼	2	128	97½	170	38½	9¾
Ruggles 20R–1¼	3	¼	1¼	⅞	V	7½	2	13½	1¼	35	1½	F	48	2½	¼	2	46⅝	2¼	¼	2	96⅝	55⅜	186¾	34	11
Ruggles 20AR–1¼	3	¼	1¼	⅞	V	7½	2	13½	1¼	35	1½	F	48	2½	¼	2	46⅝	2¼	¼	2	104½	65	194¾	34	11
Ruggles 40–2	3	¼	1¼	⅞	V	7½	2	13½	1¼	35	1½	F	47½	2½	¼	2	33¼	2½	¼	2	134¼	75½	224	34	8¼
Ruggles 40H–2½	3	¼	1¼	⅞	V	7½	2	13½	1¼	35	1½	F	58	2½	¼	2	44	2½	¼	2	134¼	75½	224	34	9¼
Sandow G–1	3	¼	1¼	1	H	9	2	7	2	38¾	¾	V	22¼	2¼	¼	4	22¼	2¼	¼	4	96	.....	205	34	10½
Sandow C–G–1½	3	¼	1¼	1	H	9	2	7	2	38¾	¾	V	22¼	2¼	¼	4	22¼	2¼	¼	4	120	.....	.....	34	10½
Sandow J–2½	3	¼	1½	1¼	V	7	1¼	13	1¼	39	⅞	F	11¾	3½	¼	4	11¾	3½	¼	4	Opt	.....	.....	32	10½
Sandow M–3½	3	¼	1¾	1¼	V	9	1½	13	1¼	40	⅞	F	13½	4	¼	4	11¾	3½	¼	4	Opt	.....	.....	37	11
Sandow L–5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13½	4	¼	4	11¾	3½	¼	4	Opt	.....	.....	37	11
Sanford W15–1½	3	¼	1	1	H	9	2¼	11	1½	40	⅝	V	22¼	2¼	¼	4	22¼	2¼	¼	4	120	71¾	205¾	32	11
Sanford 25–2½	3	¼	1¼	1¼	V	8	1½	11	1½	32	1⅛	F	22¼	2¼	¼	4	22¼	2¼	¼	4	144	109½	238	35	9¾
Sanford 35–3½	3	¼	1¼	1¼	V	9	2¼	11	1½	32	1⅛	F	55¾	2½	¼	2	55¾	2½	¼	2	144	97½	244	35	8⅜
Sanford 50–5	3	¼	1¼	1¼	V	9	2¼	11	1½	32	1¼	F	65	2	¼	2	65	2	¼	2	144	97½	244	35	10½
Saurer 5AD–6½	4	¼	1½	1⅜	V	6	1⅜	10	1⅜	47½	1½	F	.....	.....	.....	.....	.....	.....	.....	.....	Opt	Opt	Opt	33½	10
Schacht F–2	4	¼	1¼	2	H	11	2	14	1¼	37½	2	F	8¼	3	¼	4	13½	3	¼	4	140	.....	.....	35¾	.....
Schacht F–3	4	¼	1¼	2	H	11	2	14	1¼	37½	2	F	8¼	3	¼	4	13½	3	¼	4	140	.....	.....	35¾	.....
Schacht E–4	4	¼	1¼	2	H	10½	2	13½	1¼	39¼	⅞	V	8¼	3	¼	4	15	4	⅜	4	152	.....	.....	35¾	.....
Schacht E–5	4	¼	1¼	2	H	10½	2	13½	1¼	39¼	⅞	V	8¼	3	¼	4	15	4	⅜	4	152	.....	.....	35¾	.....
Schacht E–7	4	¼	1¼	2	H	10½	2	13½	1¼	39¼	⅞	V	8¼	3¼	¼	4	15	4	⅜	4	152	.....	.....	35¾	.....
Selden 30C	4	¼	1	1 ⅛	V	6	1½	11½	1½	41	1¼	F	11 ⅛	3¼	¼	4	11 ⅛	3¼	¼	4	114	71	198½	34	.....
Selden 50B	4	¼	1	1 ⅛	V	8⅜	1½	14⅜	1½	39¼	1½	F	13	3½	¼	4	13	3½	¼	4	136	82	227¾	34	.....
Selden 52	4	¼	1¼	1 ⅛	V	8⅜	1½	16¼	1½	40⅜	2	F	15⅝	3¾	¼	4	15⅝	3¾	¼	4	240	161	295	52	.....
Selden 53B	4	¼	1¼	1 ⅛	V	11½	1½	16¼	1½	40⅜	2	F	13	3½	¼	3	13	3½	¼	4	136	82	244	34	.....
Selden 70B	4	¼	1¼	1 ⅛	V	8⅜	1½	16¾	1½	40⅜	2	F	15⅝	3¾	¼	4	15⅝	3¾	¼	4	155	91	253 ⅛	37½	.....
Selden 73B	4	¼	.....	.....	V	9	1¾	14¾	1½	40⅜	2	F	.....	.....	.....	.....	.....	.....	.....	.....	155	91	.....	.....	.....
Selden 90B	4	¼	1½	1 ⅛	V	7	1¾	16¾	1½	40⅜	2	F	17 ⅛	4	¼	4	17 ⅛	4	¼	4	153	89	256 ⅛	37½	.....
Service 25–1¼	3	¼	1	⅞	V	12½	1¾	13	1¼	32⅝	1½	F	20	1¾	⅛	4	20	1¾	⅛	4	106¾	65¾	203½	32	9¼
Service 33–1½	4	¼	1	⅞	V	8	1¾	10	1¼	38	¾	V	11	3	¼	4	11	3	¼	4	121	76¾	216 ⅛	34	10½
Service 42–2	4	¼	1¼	⅞	V	10	2	10	1¼	38	¾	V	11¾	3¼	¼	4	11¾	3¼	¼	4	117¾	81¾	216 ⅛	34	10¾
Service 61–3	4	¼	1¼	⅞	V	10	2	10	1¼	38	¾	V	13½	3½	¼	4	13½	3½	¼	4	127¾	92¼	226 ⅛	34	10
Service 81–4	4	¼	1¼	⅞	V	10	2	11½	1¼	40¾	¾	V	15½	3¾	¼	4	15½	3¾	¼	4	144	100½	245 ⅜	38	8½
Service 103–6	4	¼	1¼	⅞	V	10	2	11½	1¼	40¾	¾	V	18	4	¼	4	18	4	¼	4	144	100¾	245 ⅜	38	10
Signal NF–1	4	¼	1 ⅛	1 ⅛	V	7¼	1½	16½	1½	39¾	1¼	F	11¼	3	¼	4	11¼	3	¼	4	112	.....	.....	30½	.....
Signal H–1½	4	¼	1 ⅛	1 ⅛	V	10	1½	13½	1½	41	1½	F	11¾	3¼	¼	4	11¾	3¼	¼	4	120	.....	.....	34	.....
Signal J–2½	4	¼	1 ⅛	1 ⅛	V	13½	1½	17	1½	41	1½	F	13⅜	3½	¼	4	13⅜	3½	¼	4	126	.....	.....	34	.....
Signal M–3½	4	¼	1 ⅛	1 ⅛	V	10	1½	13½	1½	42⅞	1½	F	15⅝	3¾	¼	4	15⅝	3¾	¼	4	178	.....	.....	38	.....
Signal R–5	4	¼	1 ⅛	1⅞	V	16½	1½	15	1½	42½	1¾	F	17 ⅛	4	¼	4	17 ⅛	4	¼	4	178	.....	.....	38	.....
Standard 75–1¼	3	¼	1	1 ⅛	H	10½	2 ⅛	14¾	1 ⅛	39¼	1¼	F	11¾	2½	¼	4	11¾	2½	¼	4	108	62½	198	32	9¾
Standard 1½K–1–1½	3	¼	1	1 ⅛	V	10½	2 ⅛	14¾	1 ⅛	39¼	1¼	F	10⅞	3	¼	4	10⅞	3	¼	4	120	72½	210	32	9⅞
Standard 2½K–2½–3	3	¼	1¼	1 ⅛	V	10	1⅞	16	1⅞	40⅞	1½	F	13 ⅛	3½	¼	4	13 ⅛	3½	¼	4	132	83	220⅜	32	12
Standard 3½K–3½–5	3	¼	1¼	1 ⅛	V	10	1⅞	16	1⅞	41½	1½	F	15⅝	3¾	¼	4	15⅝	3¾	¼	4	144	93¾	240	38	9½
Standard 5K–5–7	3	¼	1½	1 ⅛	V	8	1⅞	3½	1⅞	42¼	1¾	F	17 ⅛	4	¼	4	17	4	¼	4	144	93¾	244½	38	9
Sterling 1½	3	¼	1¼	¼	V	10	1½	19	1½	38	1½	F	11¾	3¼	¼	4	11¾	3¼	¼	4	120	70	216	33½	.....
Sterling 2	3	¼	1¼	¼	V	10	1½	19	1½	38	1½	F	13⅜	3½	¼	4	13⅜	3½	¼	4	120	70	216	33½	.....
Sterling 2½	3	¼	1¼	¼	V	10	1½	19	1½	38	1½	F	13⅜	3½	¼	4	13⅜	3½	¼	4	138	84	234	34	.....
Sterling 3½	3	¼	1½	¼	V	13½	1½	22	1½	40½	1½	F	15¾	3¾	¼	4	15¾	3¾	¼	4	144	85	245	38	.....
Sterling 5-Worm	3	¼	1½	¼	V	10	1½	19	1½	40½	1½	F	17 ⅛	4	¼	4	17 ⅛	4	¼	4	158	91	259	38	.....
Sterling 5-Chain E.H.D.	3	¼	1½	¼	V	10	1½	19	1½	40½	1½	F	56½	3½	¼	2	29 ⅛	4	¼	1	158	97	259	38	.....
Sterling 5–Ch. E. L. D.	3	¼	1½	¼	V	13½	1½	22	1½	40½	1½	F	56½	3½	¼	2	29 ⅛	4	¼	1	158	97	259	38	.....
Sterling 7½	3	¼	1½	¼	V	10	1½	19	1½	40½	1½	F	56½	3½	¼	2	29 ⅛	4	¼	1	158	97	259	38	.....
Stewart M15–1¼	3	¼	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	41⅝	2	⅜	2	22¼	2	⅜	1	99½	.....	.....	38	.....
Stewart M9–1½	3	¼	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	48½	2	⅜	2	8	5	⅜	2	119¼	.....	.....	32	.....
Stewart M7X	3	¼	.....	1 ⅛	.....	.....	.....	.....	.....	.....	.....	.....	50⅝	2	⅜	2	8	5	⅜	2	132¾	.....	.....	32	.....
Stewart M10X	3	¼	.....	1⅛	.....	.....	.....	.....	.....	.....	.....	.....	60	3	⅜	2	8	5	⅜	2	138	.....	.....	32	.....
Stoughton C–¾	3	¼	1	1⅜	V	14	2½	14	2½	33	1½	F	56½	2½	⅛	2	55	2¼	⅛	2	92½	57	182	34	10½
Stoughton BJ–1½	3	⅛	1¼	1⅜	V	13½	1¾	12½	1¼	40	2	F	56½	2½	⅛	2	55	2¼	⅛	2	107	67	200	34	.....
Stoughton B–1½	4	¼	1	1⅜	V	18	1¼	15	1¼	39¼	1½	F	19	2	⅜	4	19	2	⅜	4	116	66	210	34	11

Replacement Table—Continued

NAME, MODEL AND TONNAGE	ENGINE												BRAKE LINING							FRAME				
	Piston Rings		Carburetor			Upper Hose		Lower Hose		Fan Belt			Service				Emergency				Length			Width	
	No. per Cyl.	Width	Outlet Diameter	Inlet Diameter	Vertical or Horizontal	Length	Width	Length	Width	Length	Width	Type	Length	Width	Thickness	No. of Pieces	Length	Width	Thickness	No. of Pieces	Back of Driver's Seat	Driver's Seat to Center of Rear Axle	Over All	Over All	Clearance at Lowest Point of Chassis
Stoughton D-2	3	¼	1¼	1⅝	V	9	1½	14	1¼	44	2	F	23	2¼	¼	4	23	2¼	¼	4	116	70	210	34	9¼
Stoughton F-3	3	¼	1¼	1⅝	V	10	2	15	1¼	44	2	F	23	2¼	¼	4	23	2¼	¼	4	127	82	222	36	9¼
Super Truck 50	3	¼	1¼	1⅛	V	18½	1¾	19	1½	37½	1⅞	F	51½	2¼	¼	2	51½	1¼	¼	2	135	84	243	36	9¼
Super Truck 70	3	¼	1¼	1⅛	V	18½	1¾	19	1½	37½	1⅞	F	55½	2½	¼	2	55½	2¼	¼	2	144	97⅞	249	34	10¾
Super Truck 100	3	¼	1½	1⅛	V	6	1¾	19	1¾	42	1⅞	F	68	3	¼	2	51½	3	¼	2	144	97⅞	249	34	10
Traffic C-4000	3	⅛	1	⅛	H	10½	2	10½	2	41¼	1¼	F	43½	2½	⅛	2	38	1¾	⅛	2	120¾	67¾	213⅜	42	10¼
Traffic 6000	3	⅛	1	⅛	H	10½	2	10½	2	41¼	1¼	F	52	3	⅛	2	47	2	⅛	2	120¾	69¾	213⅜	34	11¼
Traffic Speedboy	3	⅛	1	⅛	H	10½	2	10½	2	41¼	1¼	F	43½	2½	⅛	2	38	1¾	⅛	2	86	53⅞	174	34	11¼
Transport 15–1	3	⅛	1	1	H	10¾	2	13	2	40⅜	1¼	F	48	2½	⅛	2	46⅝	2¼	⅛	2	98⅛	57⅜	188	34	10
Transport 26–1½	4	⅛	1	1	V	9¼	2	13	1¼	34	1¾	F	48½	2	⅛	2	46½	1½	⅛	2	113⅞	70¼	201	34	10
Transport 36–2	4	¼	1	1	V	10¾	2	16	1¼	33½	2	F	10¼	3½	⅛	4	46½	1½	⅛	2	120¾	72¾	210	34	11
Transport 61–3½	4	¼	1¼	1¼	V	9¼	2	16	1¼	33½	2	F	11⅞	3	⅛	4	48½	2½	⅛	2	127⅜	78⅛	218	34	11
Transport 75–5	4	¼	1¼	1¼	V	12	2	16	1¼	35½	2	F	11⅞	3	⅛	4	58	2½	⅛	2	150⅛	93⅛	251½	36½	10½
Traylor B	4	¼	1	....	V	10	2	6	1¼	38	1	F	50	2	¼	2	50	2	¼	2	117	75	204¾	34	10
Traylor C	4	¼	1¼	....	V	12	2	12	1¼	36	2	F	50	2	¼	2	50	2	¼	2	122	73½	218¾	34	10¼
Traylor D	4	¼	1¼	....	V	12	2	12	1¼	36	2	F	56½	2¼	¼	2	56½	2¼	¼	2	142	76	241½	34	9¼
Traylor F	4	¼	1¼	....	V	14	2	14	1¼	37	2	F	59	2½	....	2	59	2½	....	2	165	92½	273¼	35	11
Triangle AA-1	3	⅛	1	1	H	17	2	17	2	34	1	F	22½	1¼	⅛	1	48	2½	⅛	2	94	53	177	35	10
Triangle A–1½	4	¼	1	1	V	14	1¼	14½	1¼	39¼	1½	F	7½	4	⅛	2	49	2	⅛	2	126	77½	225	34	12
Triangle B 2½	3	¼	1¼	1¼	V	9	1½	18	1¼	39¼	1½	F	7½	4	⅛	2	52	3	⅛	2	132	84½	217½	34	9
Triangle C-2	4	¼	1	1	V	14	1¼	14½	1¼	39¼	1½	F	7½	4	⅛	2	52	3	⅛	2	129	81	219⅛	34	12
Ultimate A–2	4	¼	1¼	1⅝	V	11	2	8	1¼	34	2	F	17	4½	¼	2	17	4½	¼	2	126	.....	.....	32¾	.....
Ultimate AJ2	4	¼	1¼	1⅝	V	11	2	8	1¼	34	2	F	17	4½	¼	2	17	4½	¼	2	126	.....	.....	32¾	.....
Ultimate AJL–2	4	¼	1¼	1⅝	V	11	2	8	1¼	34	2	F	17	4½	¼	2	17	4½	¼	2	150	.....	.....	32¾	.....
Ultimate AJXL	4	¼	1¼	1⅝	V	12	2	8	1¼	34	2	F	.....	.....	.....	...	.....	.....	.....	...	.....	.....	.....	.....	.....
Ultimate B–3	4	¼	1¼	1⅝	V	11	2	8	1¼	34	2	F	17	4½	¼	2	17	4½	¼	2	144	.....	.....	32¾	.....
Ultimate BL3	4	¼	1¼	1⅝	V	11	2	8	1¼	34	2	F	17	4½	¼	2	17	4½	¼	2	192	.....	.....	32¾	.....
Ultimate D–5	4	¼	1¼	1⅝	V	11	2	8	1¼	34	2	F	51	2¼	¼	2	51	2¼	¼	2	180	.....	.....	37½	.....
Union FW–2½	3	¼	1¼	1¼	V	20	1¾	19½	1½	37¾	2	F	26	4½	¼	1	52	3	¼	1	133½	77¾	224	32	11½
Union H–4	3	¼	1¼	1¼	V	20	1¾	19½	1½	37¾	2	F	56¾	3½	⅛	1	32	4½	⅛	1	157½	.....	.....	34	.....
Union HW–4	3	¼	1¼	1¼	V	20	1¾	19½	1½	37¾	2	F	26	4¼	¼	1	24	4	¼	2	157½	98	264	34	13½
United Highway Spec.	3	⅛	1	⅛	V	14	2	19	2	34⅝	1¼	F	48	2½	⅛	2	46⅝	2½	⅛	2	92	53⅝	182	33	9¾
United 30	3	¼	1¼	⅛	V	10	2	13½	2	32¾	1½	F	48	2½	⅛	2	46⅝	2½	⅛	2	115⅝	75⅝	206	33	10½
United 35	3	¼	1¼	⅛	V	10	2	13½	2	32¾	1½	F	47⅛	2½	⅛	2	33¼	2½	⅛	2	115⅝	76⅜	206	33	9
United 50	3	¼	1¼	⅛	V	10	2	13½	2	32¾	1½	F	47⅛	2½	⅛	2	33¼	2½	⅛	2	132⅝	80⅝	226	33	8½
United 60	3	¼	1¼	⅛	V	10	2	13½	2	32¾	1½	F	57½	2½	⅛	2	42½	2½	⅛	2	132⅝	80⅝	226	33	8½
United 80	4	¼	1¼	⅛	V	8⅝	2	13¾	1½	42	2	F	57½	2½	⅛	2	42½	2½	⅛	2	141⅝	81¼	237⅝	34	9½
U.S.U.–1¼	4	⅛	1	⅛	V	11½	1¾	11½	1¼	33	1¼	F	50½	2½	⅛	2	20	1½	⅛	4	108	70	195	32	9¾
U.S.N.–1½	3	M	1	⅛	H	11½	2	9	1¼	37	1¼	F	50½	2½	⅛	2	46½	1½	⅛	2	120	82	211	34	11
U.S.N.W.–23–1½–2	4	⅛	1	⅛	H	10¾	1¾	11½	1¼	33	1¼	F	21	2¼	¼	4	21	2¼	¼	4	120	82	211	34	11
U.S.R.–2½–3	3	⅛	1	⅛	V	10	1¼	10	1¼	35	1¼	F	21	2¼	¼	4	21	2¼	¼	4	144	94	241	34	9¼
U.S.S –3½–4	3	¼	1¼	¼	V	9	1½	8	1½	37	1¼	F	21	4	¼	4	21	3	¼	4	156	104	258	36	9
U.S.T. 5–7	4	¼	1½	¼	V	15	2	13	1½	38¾	2	F	62	3	¼	4	33	4	¼	1	168	103	278	36	10½
U.S.S.Spec. 4–5	3	¼	1¼	¼	V	9	1½	8	1½	37	1¼	F	21	4	¼	4	21	3	¼	4	156	.....	.....	36	.....
Wachusett S–1	3	⅛	1¼	⅛	V	9½	1⅛	11	1¼	31½	1¼	F	11¼	2½	¼	2	11¼	2½	¼	2	115	74	212	33	.....
Wachusett J–1½	4	⅛	1¼	⅛	V	10	1½	10½	1½	36	1⅛	F	11	3	¼	2	11	3	¼	2	121	76	212	33	.....
Wachusett K2	4	⅛	1¼	⅛	V	11	1½	11	1½	40½	1⅛	F	11¾	3¼	¼	2	11¾	3¼	¼	2	145	78	240	33	.....
Wachusett L2½	4	¼	1¼	⅛	V	10	1½	11	1½	41½	1⅛	F	13½	3½	¼	2	13½	3½	¼	2	144	94	241	33	.....
Walker 15	...	...	...	...	...	...	...	...	...	...	...	...	45½	2½	⅛	2	16	2	⅛	4	90	.....	.....	32	.....
Walker P3½	...	...	...	...	...	...	...	...	...	...	...	...	53¼	3	¼	2	19¼	2½	¼	4	140	.....	.....	35	.....
Walker N5	...	...	...	...	...	...	...	...	...	...	...	...	53¼	3	¼	2	19¼	2½	¼	4	162	.....	.....	35	.....
Walker 22	...	...	...	...	...	...	...	...	...	...	...	...	45½	2½	⅛	2	16	2	⅛	4	99	.....	.....	32	.....
Walker 42	...	...	...	...	...	...	...	...	...	...	...	...	53¼	3	¼	2	19¼	2½	¼	4	120	.....	.....	32	.....
Walker Johnson A–2	3	⅛	1	1	V	11½	2	7½	1¾	37	1	F	12	3¼	¼	4	12	3¼	¼	4	117	.....	.....	32	.....
Walker Johnson B3	4	¼	1¼	1¼	V	10	2	8	1¼	33½	1¼	F	13	3½	¼	4	13	3½	¼	4	133	.....	.....	32	.....
Walter S–5	3	¼	1½	2	V	10	1½	18	1½	39	1½	F	15	5	¼	4	57	2½	¼	2	150	.....	.....	36	.....
Ward LaFr'e 2B–2½–3½	3	¼	1¼	1⅛	V	7	1½	16	1½	41½	1½	F	13	3½	¼	4	13	3½	¼	4	137½	.....	.....	33	.....
Ward LaFrance 4A–3½–5	3	¼	1¾	1¾	V	8½	1½	18	1½	41½	1½	F	15½	3¾	¼	4	15½	3¾	¼	4	170⅛	.....	.....	37	.....
Ward LaFrance 5A–5–7	3	¼	1½	1¾	V	9¼	1½	18	1½	41½	1½	F	18	4	¼	4	18	4	¼	4	170⅛	.....	.....	37	.....
White 15A–Taxi	3	¼	1⅛	1⅛	V	7¼	1	6½	1¼	38	1¼	F	46	2½	⅛	2	41⅛	2½	⅛	2	55¾	43½	149¼	34	8⅛
White 15–¾	3	¼	1⅛	1⅛	V	7¼	1	6½	1¼	38	1¼	F	46	2½	⅛	2	41⅛	2½	⅛	2	85½	58	179	34	9⅛
White 15–45–¾	3	¼	1⅛	2	V	13½	1½	12	1½	40⅝	2	F	53⅞	2½	⅛	2	50⅞	2½	⅛	2	85⅜	57⅞	189	34	9⅛
White 20–2	3	¼	1⅛	1⅛	V	7¼	1	7¼	1¼	38	1¼	F	55½	3½	¼	2	50⅞	3½	⅛	2	146	92½	239½	34	9⅛
White 20–D–2	3	¼	1⅛	1⅛	V	7¼	1	7¼	1¼	38	1¼	F	55½	3½	¼	2	50⅞	3½	⅛	2	98	70	191½	34	9⅛
White 20–45–2	3	¼	1⅛	2	V	13½	1½	12	1½	40⅝	2	F	11⅜	5	⅛	4	50⅞	3½	⅛	2	107⅛	82	214¼	34	9⅛
White 50A–Bus	3	¼	1⅛	2	V	13½	1½	12	1½	45¾	2	F	55½	3½	¼	2	24½	3½	⅛	4	168	112	274¾	34	9⅛
White 40–3½	3	¼	1⅛	2	V	13½	1½	12	1½	45¾	2	F	11⅜	5	⅛	4	25⅞	5	⅛	4	164	106⅛	267½	42½	10¼
White 40–D–3½	3	¼	1⅛	2	V	13½	1½	12	1½	45¾	2	F	11⅜	5	⅛	4	25⅞	5	⅛	4	118	88½	222½	42½	10¼
White 45–5	3	¼	1⅛	2	V	13½	1½	12	1½	45¾	2	F	11⅜	5	⅛	4	25⅞	5	⅛	4	164	106½	267½	42½	11
White 45–D–5	3	¼	1⅛	2	V	13½	1½	12	1½	45¾	2	F	11⅜	5	⅛	4	25⅞	5	⅛	4	119	88½	222½	42½	11
Wilcox AA–1	3	¼	1	....	...	...	...	...	...	...	...	...	47⅛	2½	⅛	2	33¼	2½	⅛	2	96	.....	.....	34	.....
Wilcox B–1½	3	¼	1¼	....	...	...	...	...	...	...	...	...	47⅛	2½	⅛	2	33¼	2½	⅛	2	132	.....	.....	33	.....
Wilcox C–2½	3	¼	1¼	....	...	...	...	...	...	...	...	...	57½	2½	¼	2	42½	2½	¼	2	141	.....	.....	33	.....
Wilcox E–3½	3	¼	1¼	....	...	...	...	...	...	...	...	...	57½	2½	¼	2	42½	2½	¼	2	156	.....	.....	33	.....
Wilcox F–5	3	¼	1½	....	...	...	...	...	...	...	...	...	69⅝	3½	¼	2	52	3½	¼	2	148½	.....	.....	36	.....
Wichita K–1	3	¼	1⅛	1⅝	V	18½	1¼	12	1¼	52¾	1½	F	19½	2	⅛	4	19½	2	⅛	4	127½	.....	.....	32	.....
Wichita M–2	3	¼	1⅛	1⅝	V	18½	1¼	12	1¼	52¾	1½	F	49	2	⅛	2	49	2	⅛	2	126½	.....	.....	30	.....
Wichita R–2½	3	¼	1⅛	1⅝	V	18½	1¼	12	1¼	52¾	1½	F	54	2¼	⅛	2	54	2¼	⅛	2	126½	.....	.....	30	.....
Wichita RX–2½	3	¼	1⅛	1⅝	V	11	1½	11	1½	40	1½	F	54	2¼	⅛	2	54	2¼	⅛	2	130	.....	.....	30	.....
Wichita O–3½	3	¼	1½	1⅝	V	11	1½	11	1½	40	1½	F	56½	2½	⅛	2	56½	2½	⅛	2	152½	.....	.....	30	.....
Wichita S–5	3	¼	1½	1⅝	V	11	1½	11	1½	40	1½	F	66	3	¼	2	66	3	¼	2	163½	.....	.....	36	.....
Wisconsin 2 (Loganville)	3	⅛	1¼	1¼	H	17	2	17	2	34	¾	F	58	2½	⅛	2	56½	2¼	⅛	2	114	.....	.....	34	.....
Wisconsin 2½ (Loganville)	3	⅛	1¼	1¼	V	12	1½	10	1¼	40	¾	V	58	2½	⅛	2	56½	2¼	⅛	2	120	.....	.....	32	.....
Witt-Will P–2	3	⅛	1¼	1¼	V	8	1½	12	1¼	31	1¼	F	48	3¼	¼	4	48	3¼	¼	4	.....	78	223	32	10
Witt-Will SS–3	3	⅛	1¼	1¼	V	8	1½	12	1¼	41	1½	F	52	3½	¼	4	52	3½	¼	4	156	108	242	32	10
Witt-Will N–1½	3	⅛	1¼	1¼	V	8	1½	12	1¼	31	1¼	F	48	3¼	¼	4	48	3¼	¼	4	137	78	226	32	10
Witt-Will S–2½	3	⅛	1¼	1¼	V	8	1½	12	1¼	41	1½	F	52	3½	¼	4	52	3½	¼	4	137	78	226	32	10
Yellow Cab M22—¾	3	⅛	1	1½	V	8¼	2	10½	2	38½	⅝	V	49	2½	¼	2	45	2½	¼	2	60	.....	.....	43	.....
Yellow Cab M42–1¼	3	⅛	1	1½	V	8¼	2	10⅛	2	38½	⅝	V	21¾	3	¼	4	11	3	¼	2	92	.....	.....	32	.....
Yellow Cab Express	3	⅛	1	1½	V	8¼	2	10⅛	2	38½	¾	V	21¾	2½	¼	4	11	2½	¼	2	88	55	155⅜	34½	.....

KEY OF ABBREVIATIONS

Engine:
Buda—Buda Co., Harvey, Ill.
Cont—Continental Motors Corp., Detroit, Mich.
GBS—Golden, Belknap & Swartz Co., Detroit, Mich.
Her—Hercules Motor Mfg. Co., Canton, Ohio.
Hin—Hinkley Motors, Inc., Detroit, Mich.
H-Sp. — Herschell-Spillman Motor Co., North Tonawanda, N. Y.
HS.—Holl Scott Motor Co., Berkeley, Cal.
Lyco—Lycoming Motors Corp., Williamsport, Pa.
Mid—Midwest Engine Co., Indianapolis, Ind.
Wau—Waukesha Motor Co., Waukesha, Wis.
Wis—Wisconsin Motor Mfg. Co., Milwaukee, Wis.

Radiator:
Bre—Bremer-Tully Mfg. Co., Chicago, Ill.
Bus—Bush Mfg. Co., Hartford, Conn.
Cor—Corcoran Mfg. Co., Cincinnati, Ohio.
Chic—Chicago Mfg. Co., Chicago, Ill.
EM—English & Mersick Co., New Haven, Conn.
Fed—Fedders Mfg. Co., Buffalo, N. Y.
Flex—Flexo Mfg. Co., Los Angeles, Cal.
GO—G. & O. Mfg. Co., New Haven, Conn.
Har—Harrison Radiator Corp., Lockport, N. Y.
Idl—Ideal Sheet Metal Works, Chicago, Ill.
Lng—Long Mfg. Co., Detroit, Mich.
McC—McCord Radiator & Mfg. Co., Detroit, Mich.
McK—McKinnon Dash Co., Buffalo, N. Y.
Mod—Modine Mfg. Co., Racine, Wis.
Per—Racine Radiator Co., Racine, Wis.
R-T—Rome Turney Radiator Co., Rome, N. Y.
SJ—Shotwell Johnson Co., Minneapolis, Minn.
Spl—Splitdorf Electrical Co., Newark, N. J.
Stn—Standard Radiator Co., Inc., Springville, N. Y.
US—U. S. Cartridge Co., Lowell, Mass.
Whe—Wheeler Radiator & Mfg. Co., E. Cleveland, Ohio.

Carburetor:
Cart—Carter Carburetor Co., St. Louis, Mo.
Ens—Ensign Carburetor Co., Los Angeles, Cal.
Hol—Holley Carburetor Co., Detroit, Mich.
John—Johnson Co., Detroit, Mich.
Mar—Marvel Carburetor Co., Flint, Mich.
Rayf—Beneke & Kropf Mfg. Co., Chicago, Ill.
Scoe—Briscoe Devices Corp., Pontiac, Mich.
Strm—Stromberg Motor Devices Co., Chicago, Ill.
Sheb—Wheeler Schebler Carburetor Co., Indianapolis, Ind.
Stew—Detroit Lubricator Co., Detroit Mich.
Till—Tillotson Mfg. Co., Toledo, Ohio.
Zen—Zenith-Detroit Corp., Detroit, Mich.

Governor:
Con—Continental Motors Corp., Detroit, Mich.
Dup—Duplex Engine Governor Co., Brooklyn, N. Y.
Han—Handy Governor Co., Detroit, Mich.
Hin—Hinkley Motors, Inc., Detroit, Mich.
McC—E. R. Klemm, Chicago, Ill.
Mon—Monarch Governor Co., Detroit, Mich.
Phar—Pharo Mfg. Co., Detroit, Mich.
Pier—Pierce Governor Co., Anderson, Ind.
Sim—Duplex Engine Governor Co., Brooklyn, N. Y.
Wau—Waukesha Motor Co., Waukesha, Wis.

Ignition System:
AC—Allis Chalmers Mfg. Co., Milwaukee, Wis.
Apo—Apollo Magneto Corp., Apollo, Pa.
AtK—Atwater Kent Mfg. Co., Phila, Pa.
AuL—Electric Auto-Lite Corp., Toledo, O.
Ber—Ericsson Mfg. Co., Buffalo, N. Y.
Bj—Bijur Motor Appliance Co., Hoboken, N. J.
Bos—American Bosch Magneto Co., Springfield, Mass.
Con—Connecticut Telephone & Electric Co., Meriden, Conn.
Del—Dayton Engineering Laboratories Co., Dayton, Ohio.
Dy—Owen Dyneto Corp., Syracuse, N. Y.
Eis—Eisemann Magneto Corp., Brooklyn.
GD—Gray & Davis, Boston, Mass.
Kin—Kokomo Electric Co., Kokomo, Ind.
KW—K W Ignition Co., Cleveland, Ohio.
LN—Leece-Neville Co., Cleveland, O.
NE—North East Electric Co., Rochester, N. Y.
POL—Prest-O-Lite Co., Inc., Indianapolis, Ind.
Rm—Remy Electric Co., Anderson, Ind.
RBo—Robert Bosch Magneto Co., New York, N. Y.
Sim—Simms Magneto Co., East Orange, N. J.
Spl—Splitdorf Electrical Co., Newark, N. J.
Wag—Wagner Electric Mfg. Co., St. Louis, Mo.
Wes—Westinghouse Elec. & Mfg. Co., Springfield, Mass.
USL—U. S. Light & Heat Corp., Niagara Falls, N. Y.

Clutch & Gearset:
B.B.—Borg & Beck Co., Chicago, Ill.
B-Li—Brown-Lipe Gear Co., Syracuse, N.Y.
Cott—Cotta Transmission Corp., Rockford, Ill.
Covt—Covert Gear Co., Lockport, N. Y.
Det—A. J. Detlaff Co., Detroit, Mich.
DG—Detroit Gear & Machine Co., Detroit, Mich.
Dod—Dodge Brothers Co., Detroit, Mich.
Dun—Dundore Mfg. Co., Reading, Pa.
Durs—Durston Gear Corp., Syracuse, N. Y.
Full—Fuller & Sons Mfg. Co., Kalamazoo, Mich.
G-Le—Grant Lee Gear Corp., Cleveland, O.
Hart—Hartford Auto Parts Corp., Hartford, Conn.
Hoos—Hoosier Clutch Co., Muncie, Ind.
HS—Merchant & Evans Co., Phila., Pa.
M-E—Merchant & Evans Co., Phila., Pa.
MM—Mechanics Mach. Co., Rockford, Ill.
Mun—Muncie Gear Works, Muncie, Ind.
W-Gr—Warner Gear Co., Muncie, Ind.

Universal:
Acm—
Bld—Blood Bros. Mach Co., Allegan, Mich.
Det—Universal Products Co., Detroit, Mich.
Hart—Hartford Auto Parts Corp., Hartford, Conn.
MM—Mechanics Machine Co., Rockford, Ill.
M-E—Merchant & Evans Co., Phila., Pa.
Pet—Cleveland Universal Parts Co., Cleveland, Ohio.
Pick—Carl Pick Co., West Bend, Wis.
Sned—Snead & Co., Jersey City, N. J.
Spic—Spicer Mfg. Corp., S. Plainfield, N. J.
Ther—Thermoid Rubber Co., Trenton, N. J.
UM—Universal Machine Co., Bowling Green, Ohio.
UP—Universal Products Co., Detroit, Mich.

Springs:
Am.—American Auto Parts Co., Detroit, Mich.
Arm—General Motors Co., Pontiac, Mich.
Bea—Beans Spring Co., Inc., Massilon, O.
Bet—Betts Bros. Spring Co., Inc., San Francisco, Cal.
Cham—Champion Auto Spring Co., St. Louis, Mo.
Del—D. Delany & Son, Newark, N. J.
Det—Detroit Steel Products Co., Detroit, Mich.
GC—Garden City Spring Works, Chicago, Ill.
Har—Harvey Spring & Forging Co., Racine, Wis.
IC—Iron City Spring Co., Pittsburgh, Pa.
Lig—Liggett Spring & Axle Co., Monongahela, Pa.
Mar—Maremont Mfg. Co., Chicago, Ill.
Math—Mather Spring Co., Toledo, O.
Mer—E. R. Merrill Spring Co., New York.
Pen—Penn Spring Works, Baldwinsville, N. Y.
Per—Perfection Spring Co., Cleveland, O.
Phil—Phila. Springs Works, Phila., Pa.
P.S.—Point Spring Co., Pittsburgh, Pa.
Row—William & Harvey Rowland, Philadelphia, Pa.
Shel—Sheldon Axle & Spring Co., Wilkes-Barre, Pa.
SP—Spring Perch Co., Stratford, Conn.
SS—Standard Steel Spring Co., Coraopolis, Pa.
Ster—Sterling Spring Co., Cleveland, Ohio.
Tem—Temme Spring Corp., Chicago, Ill.
Tut—Tuthill Spring Co., Chicago, Ill.
US—United States Spring Co., Los Angeles, Cal.
Vul—Jenkins Vulcan Spring Co., Richmond, Ind.

Front and Rear Axles:
At—Atlas Axle Co., Wilmington, Del.
Clark—Clark Equipment Co., Buchanan, Mich.
Col—Columbia Axle Co., Cleveland, O.
Cont—Continental Axle Co., Edgerton, Wis.
Dod—Dodge Bros. Co., Detroit, Mich.
Eat—Eaton Axle Co., Cleveland, Ohio.
Fli—Flint Motor Axle Co., Flint, Mich.
Huck—Huck Axle Co., Chicago, Ill.
LM—L. M. Axle Co., Cleveland, Ohio.
Russ—Russel Motor Axle Co., Detroit, Mich.
Sals—Salisbury Axle Co., Jamestown, N. Y.
Shel—Sheldon Axle & Spring Co., Wilkes-Barre, Pa.
Shul—Shuler Axle Co., Inc., Louisville, Ky.
Stn—Standard Parts Co., Cleveland, O.
Tim—Timken Detroit Axle Co., Detroit, Mich.
Torb—Eaton Axle & Spring Co., Cleveland, Ohio.
Vul—Vulcan Motor Axle Co.
Walk—Walker Axle Co., Chicago, Ill.
Wis—Wisconsin Parts Co., Oshkosh, Wis.

Steering Gear:
CAS—C. A. S. Products Co., Columbus, O.
Dit—Ditwiler Mfg. Co., Galion, Ohio.
Dod—Dodge Bros. Co., Detroit, Mich.
Gem—Gemmer Mfg. Co., Detroit, Mich.
Jac—Saginaw Products Co., Saginaw, Mich.
Lav—Lavine Gear Co., Milwaukee, Wis.
M-P—Muncie Gear Works Corp., Muncie, Ind.
Ros—Ross Gear & Tool Co., Lafayette, Ind.
Sag—Saginaw Products Co., Saginaw, Mich.
Woh—Wohlrab Gear Co., Racine, Wis.

Wheels:
Arc—Archibald Wheel Co., Lawrence, Mass.
AuW—Auto Wheel Co., Lansing, Mich.
Bim—Bimel Spoke & Auto Wheel Co., Portland, Ind.
Bud—Budd Wheel Co., Phila., Pa.
Cla—Clark Equipment Co., Buchanan, Mich.
Day—Dayton Steel Foundry Co., Dayton, Ohio.
Det—Detroit Panel & Plywood Co., Detroit, Mich.
Dis—Disteel Wheel Corp., Detroit, Mich.
Hay—Hayes Wheel Co., Jackson, Mich.
Hoo—Hoopes, Bros. & Darlington, Inc., West Chester, Pa.
Ind—Indestructible Wheel Co., Lebanon, Ind.
Jon—Jones, Phineas & Co., Newark, N. J.
Kel—Kelsey Wheel Co., Detroit, Mich.
MM—Michigan Malleable Iron Co., Detroit.
Mot—Motor Wheel Corp., Lansing, Mich.
Mun—Muncie Wheel Co., Muncie, Ind.
Nor—Northern Wheel Corp., Alma, Mich.
Pru—Prudden Wheel Co., Lansing, Mich.
Roy—Royer Wheel Co., Aurora, Ind.
Sch—Schwarz Wheel Co., Phila., Pa.
Smi—Smith Wheel, Inc., Syracuse, N. Y.
StM—St. Mary's Wheel Co., St. Marys, O.
Stn—Standard Wheel Co., Terre Haute, Ind.
Van—Van Wheel Corp., Oneida, N. Y.
Wal—Walker Axle Co., Chicago, Ill.
Way—Wayne Wheel Co., Newark, N. Y.
Whit—Whitcomb Wheel Co., Kenosha, Wis.

Rim Equipment:
Fir—Firestone Steel Products Co., Akron, Ohio.
Gdy—Goodyear Tire & Rubber Co., Akron, Ohio.
Hay—Hayes Wheel Co., Jackson, Mich.
Jax—Jaxon Steel Products Co., Jackson, Mich.
Kel—Kelsey Wheel Co., Detroit, Mich.
Mil—Miller Rubber Co., Akron, Ohio.

Battery (Make):
Exi—Electric Storage Battery Co., Phila., Pa.
Gl—Globe Electric Co., Milwaukee, Wis.
Gld—Gould Storage Battery Co., New York, N. Y.
Hob—Hobbs Storage Battery Co., Los Angeles, Cal.
POL—Prest-O-Lite Co., Inc., Indianapolis, Ind.
USL—U. S. Light & Heat Corp., Niagara Falls, N. Y.
Wes—Westinghouse Corp., Niagara Falls, N. Y.
Wil—Willard Elec. & Mfg. Co., Springfield, Mass.

Valve Arrangement:
D—Head & Side
H—Overhead
L—ELL-Head
S—Sleeve
T—TEE-Head

Lubrication:
FS—Force and Splash
F—Force Feed
S—Splash

Fuel Feed:
G—Gravity
P—Pressure
V—Vacuum

Location of Gearset:
A—Amidships
J—Unit with jackshaft
R—Rear
U—Unit with engine

Final Drive:
B—Bevel Gear
C—Chain
I—Internal Gear
P—Spur
R—Double Reduction
S—Spiral Bevel
W—Worm

Rear Axle (Type):
F—Floating
D—Dead
½—Semi-Floating
¾—¾-Floating

Brake (Location):
A—Rear Wheels entirely
B—Drive Shaft and Rear Wheels
C—Front and Rear Wheel

Commercial Car Specifications—Corrected Monthly

The Specifications, Chassis Prices, Etc., Are Corrected Each Month From Data Supplied Direct by the Makers. Gasoline Tractor-Trucks Will be Found at the End of Gasoline Commercial Cars

See Preceding Table for Replacement Data. Truck Frame Dimensions Are Included in Same Table

(Where prices are not given it is because we have been unable to get them from authoritative sources)

For full name and address of manufacturer and information regarding complete line see page 52

*This symbol in the wheelbase column indicates that more than one wheelbase is furnished

TRADE NAME AND MODEL	Chassis Price	ENGINE DETAILS: Make and Model Number (4 cylinder unless otherwise noted.)	Bore and Stroke	N.A.C.C. Horsepower	Valve Arrange't	Radiator (Make)	Lubrication	Carburetor	Fuel Feed	Governor (Make)	Ignition System	Engine Starter	Clutch (Make)	GEARSET: Make and Model Number	Location	Speeds	Universal (Make)	Springs (Make)	FRONT AXLE and Model Number	REAR AXLE: Final Drive	Make and Model Number	Type	Total Gear Reduction in High	Total Gear Reduction in Low	Steering Gear (Make)	TIRES, WHEELS, RIMS: *Pneumatic †Dual ‡Solid — Front	Rear	Wheels (Make)	Rim Equipment	Chassis Weight (Stripped)	Wheelbase
1000 Pounds																															
Chevrolet, Sup. LD	395	Own	3 11/16x4	21.7	H	Har	FS	Zen	G	.....	Rm	Rm	Own	Own	U	3	Own	SS	Own	S	Own	1/6	3.77	12.52	Own	30x3 1/2	30x3 1/2	Hay	Jax	1390	103
Gray	420	Own	3 5/8x4	21	L	Cor	S	Scoe	G	.....	Wes	Wes	Own	DG	U	3	MM	Det	Tim O-100	B	Tim 0500	1/2	3.9	13.19	Own	30x3 1/2	30x3 1/2	Kel	Kel	1130	100
Overland	395	Own	3 1/2x4	19.6	L	Own	FS	Till	G	.....	AuL	AuL	B.B.	Own	U	3	Own	Own	Own	B	Own	1/2	4.5	17.68	Own	30x3 1/2	30x3 1/2	Hay	Hay	1550	100
1500 Pounds																															
Commerce 9	....	Cont N	3 3/4x5	22.5	L	Lng	S	Zen	V	.....	Bos	Bj	DG	DG	U	3	UM	Am	.....	B	Sals	3/4	5.73	18.33	Jac	33x5	33x5	Mot	.....	3100	127
Corbitt S Speed Truck	1300	H-Sp 30	3 1/2x5	19.8	L	McC	FS	Strm	V	.....	Eis	Dy	B-Li	B-Li 30	U	3	Spic	Shel	Shel 33FA500	W	Shel W1002	1/2	6	20	Ros	34x4 1/2*	34x4 1/2*	Bim	Fir	3420	130
Diamond T-75	....	Her OX	4 x5	25.6	L	GO	F	Zen	G	.....	Apo	....	Covt	Covt JUC	U	3	Spic	Math	Col 52000	B	Col 52000	1/4	5.12	18.58	Gem	33x5*	33x5*	Mot	Fir	2825	130
Dodge Brothers	730	Own	3 7/8x4 1/2	24	L	McC	FS	Stew	V	.....	NE	NE	Own	Own	U	3	Own	Own	Own	S	Own	1/2	4.54	18.9	Gem	32x4*	32x4*	Kel	Kel	....	116
King Zeitler	1650	Cont N	3 3/4 x5	22.5	L	Chic	F	Zen	G	Phar	Bos	Bos	B-Li	B-Li 30	U	3	Pick	Mar	Tim 1216C	B	Tim 5311	1/4	4.9	20.04	Gem	33x5*	33x6*	Bim	Fir	2900	124
Perfection A	1245	Cont N	3 1/4x5	19.6	L	Own	FS	Zen	V	.....	Rm	Rm	B.B.	Own AAU	U	3	Ther	Own	Tim 1216-B	B	Tim 5311	1/2	5	22.3	Lav	32x4 1/2	32x4 1/2	Bim	Mil	2500	128
Rainier R-31	1970	Cont N	3 3/4 x5	22.5	L	Har	FS	Zen	V	Mon	Eis	....	B-Li	B-Li 30	U	3	Hart	Per	Tim 1250	W	Tim 6250	1/2	6.75	22.5	Lav	35x5*	35x5*	Jon	Fir	2500	125
Ruggles 15	....	H-Sp. 30	3 1/2x5	19.6	L	Per	FS	Zen	G	.....	Bos	Bos	M-E	Full J	U	3	Spic	Det	Col 3000	B	Col 30000	3/4	5.81	19.7	Jac	32x4 1/2	32x4 1/2	Nor	Fir	2300	122
White 15	2400	Own GK	3 3/4 x5 1/2	22.5	L	.....	FS	Zen	G	.....	.....	.....	Own	Own	A	4	.....	.....	.....	B	Own	1/2	5.36	18.6	Own	34x5*	34x5*	.....	Fir	3225	133 1/2
Yellow Cab..M-22-3/4	1590	Cont V-4	3 3/4x5	22.5	L	Lng	FS	Zen	G	.....	Bos	.....	B-Li	.....	U	3	Spic	Math	.....	B	.....	...	4.9	16.31	Gem	33x4 1/2*	33x4 1/2*	Stn	Fir	2400	117
1 Ton																															
Acme 20L	....	Cont 8R	3 3/8x4 1/2	27.3	L	GO	FS	Zen	V	.....	Bos	Bos	B-Li	B-Li	U	3	Bld	Det	Tim 1452	W	Tim 6258	1/6	6.25	30	Ros	34x5*	34x5*	Bim	Fir	3500	136
Autocar F	2200	Own 2	4 1/4 x4 1/2	18.1	L	Own	S	Strm	G	.....	Bos	.....	Own	Own	A	3	Spic	Del	Own	R	Own	F	8.3	33.2	Ros	34x4	34x6	Hoo	.....	3800	97
Autocar G	2300	Own 2	4 1/4 x4 1/2	18.1	L	Own	S	Strm	G	.....	Bos	.....	Own	Own	A	3	Spic	Del	Own	R	Own	F	8.3	33.2	Ros	34x4	34x6	Hoo	.....	3900	120
Bessemer G	....	Cont N	3 1/2x5	19.6	L	Stn	FS	Strm	G	.....	Bos	B	Full	Full TU3/4	U	3	Bld	Per	Shel 350	I	Torb A	D	.....	.....	Ros	35x5	35x5	Sch	Fir	3000	124
Bethlehem KN	1595	Own	3 1/2x5	19.6	L	GO	F	Zen	V	.....	Bos	GD	B.B.	DG	U	3	Spic	Math	Eat 750	B	Eat 1000	1/6	6.86	18.8	Lav	35x5	35x5	.....	Fir	2650	125
Betz J-3	1850	J-3	3 3/4 x5 1/2	22.3	L	Chic	F	Zen	G	Mon	Bos	Bos	B-Li	B-Li 30	U	3	Pet	Mar	Tim 1250	W	Tim 6352	1/2	.....	.....	Ros	34x5	34x5	.....	Fir	3150	140
Brockway E-2	....	Wis SU	4 x5	25.6	H	GO	F	Zen	V	.....	Spl	LN	B-Li	B-Li 30	U	3	M-E	Row	Col 5045	S	Col 52001	F	5.13	20.5	Gem	33x5*	33x5*	.....	Fir	3450	135
Casco Model A	1700	Buda WTU	3 3/4 x5 1/2	22.4	L	GO	F	Zen	V	.....	Bos	Bos	Full	Full SUI	U	3	Spic	Stan	Col 5000	S	Col 52000	1/6	5.85	23.46	Woh	34x5	34x5	Arc	Fir	3200	130
Chevrolet Sup.Util.Exp.	495	Own	3 11/16x4	21.7	H	Har	FS	Zen	G	.....	Rm	Rm	Own	Own	...	3	Own	SS	Own	S	Own	1/6	5.43	18.1	Own	31x4*	34x4 1/2*	Hay	Jax	1830	120
Concord E	....	Buda GBU	4 x5 1/4	25.6	L	Own	FS	Zen	V	.....	Eis	Wes	B-Li	B-Li 30	U	..	Spic	.....	Tim 1452	W	Tim 6352	1/2	6.2	24.8	Ros	34x5	36x6	Arc	Fir	3500	135
Corbitt E	1600	Cont N	3 3/4 x5	22.5	L	McC	FS	Strm	V	.....	Eis	.....	B-Li	B-Li 30	U	3	Spic	Shel	Shel 33FA500	W	Shel-W1501	1/2	7.8	25.9	Ros	34x3 1/2	34x4	Bim	.....	3730	130
Diehl A	....	Cont N	3 1/4x5	19.6	L	.....	FS	Zen	G	.....	Sim	.....	B.B.	Durs O2800	...	3	Hart	Mar	Sals 1455E	I	Torb OX2L	D	5.3	.....	Ros	34x4 1/2*	35x5*	Sch	Fir	2400	115
D-Olt A-1	1695	Mid 408	3 1/2x5	19.6	L	.....	FS	Zen	V	Opt	RBo	.....	B-Li	B-Li 30	U	3	Spic	SP	Tim 1250	W	Tim 6250	1/6	6.75	22	Ros	35x5	35x5	Day	Fir	3400	138
Dorris K-2	2490	Own	4 x5 1/2	25.6	H	Mod	F	Strm	V	.....	Bos	Wes	Own	W-Gr	U	3	Spic	Row	Tim 1250	B	Tim 5512	1/4	4.23	15.65	Ros	33x5	33x5	Mun	.....	2000	Op
Duplex D	....	Buda WTU	3 3/4 x5 1/2	22.5	L	Mod	F	Zen	V	.....	Wes	Wes	B-Li	B-Li	U	3	Pet	Pen	.....	B	Tim	1/2	5.5	22	Woh	33x5*	33x5	Mot	Fir	3000	132
Federal R-2	....	Cont J-4	3 1/4 x5	22.5	L	Own	F	Zen	V	.....	Eis	Rm	B.B.	Det	U	3	Pet	.....	Tim 1250	W	Tim 6250	1/6	5.6	18.7	Gem	33x5	33x5†	Dis	.....	2950	132
Ford T	370	Own	3 3/4 x4	22.5	L	Own	S	.....	G	.....	Own	....	Own	Own	U	2	Own	Own	Own	W	Own	1/2	Op	19.9	Own	30x3 1/2*	32x4 1/2	.....	.....	1520	124
Fulton A	1495	Buda WTU	3 3/4 x5 1/2	22.5	L	Liv	FS	Zen	G	.....	Sim	Dy	B.B.	Durs O2500B	U	3	Spic	Row	Col 5038	B	Shel W1002	...	6.1	.....	Lav	35x5	35x5	Hoo	Fir	2800	120
Garford 15	1590	Buda MU	3 3/4 x5 1/2	21	L	Lng	F	Strm	G	.....	AtK	AtK	....	Own	U	3	Spic	Per	Own	W	Stn	1/6	6.5	.....	Gem	34x5*	34x5*	....	Fir	3500	132
Gary W	1875	Buda WTU	3 3/4 x5 1/2	22.5	L	Chic	FS	Zen	V	Pier	Eis	....	Full	Full	U	3	Spic	Det	Tim 1452	W	Tim 6352	1/2	8.25	24.75	Ros	36x3 1/2	36x4	Pru	Gdy	3400	130
G.M.C. K-16	....	Own	3 1/2x5 1/2	19.6	L	Own	F	Mar	G	Own	Sim	Own	Own	Own	U	3	UM	....	Own	B	Own	3/4	6	21.9	Own	34x5*	34x5*	Kel	.....	3435	132
Gotfredson 20	1695	Buda WTU	3 3/4 x5 1/2	22.5	L	McC	F	Zen	V	.....	Bos	AtK	B-Li	B-Li 30	U	3	Spic	Am	Tim 1250	W	Tim 6250	1/2	5.6	22.4	Gem	34x5*	34x5*	Day	Fir	3250	131
Graham Brothers BA	1265	Dodge	3 7/8x4 1/2	24	L	McC	FS	Stew	V	.....	NE	NE	Dod	Dod	U	3	UP	Det	Dod	S	Own B-360	1/2	6.28	29.29	Dod	33x4 1/2*	34x5*	.....	.....	2835	140
Gramm-Pioneer 10-SpT	....	Lyco CT	3 3/4 x5	22.5	L	Own	F	Zen	G	.....	Con	AuL	Mun	.....	U	3	Own	Per	Sals	B	Sals 1483	3/4	5.75	23	Ros	33x5*	33x5*	Day	Fir	2370	129
Grass-Premier 40	1475	Lyco CT	3 3/4 x5	22.5	L	Chic	F	Strm	V	.....	Bos	Bos	B-Li	B-Li 30	U	3	Spic	Det	Cont 2175	B	Clark B300	1/2	5.1	28	Lav	32x4 1/2	33x5	StM	Fir	2600	122
Gray	575	Own	3 5/8x4	21	L	Cor	S	Scoe	G	.....	Wes	Wes	Own	Det	U	3	Sned	Det	Tim O-100	B	Tim 513	1/2	6.13	19.2	Own	30x3 1/2*	32x4 1/2*	Kel	Kel	1510	120
Hawkeye	1550	Buda WTU	3 3/4 x5 1/2	22.5	L	.....	F	Zen	G	.....	Eis	.....	Full	.....	U	3	.....	Det	.....	B	Clark	D	6.25	18.75	Ros	34x5*	34x5*	Day	Fir	3250	136
Independent J (Iowa)	1450	Buda WTU	3 3/4 x5 1/2	22.5	L	GC	FS	Zen	V	.....	Bos	.....	Full	.....	U	3	Bld	GC	.....	...	Sals	D	5.73	....	Lav	34x3	34x4	StM	Fir	3480	135
Indiana Highway Exp.	..	Wau BUX	4 x5	25.6	L	McC	F	Zen	G	.....	Bos	Bos	B.B.	B-Li 30	U	3	Pet	Shel	Tim 1250	R	Tim 5511	1/6	6.11	24.9	Ros	34x5*	34x5*	....	Fir	3200	129*
Int'n'l Speed Truck S	..	Lyco-Int'l	3 1/2x5	19.6	L	Lng	FS	Ens	G	.....	Con	AuL	Mun	.....	U	3	Sned	Stan	.....	I	.....	D	6.3	25.2	CAS	.....	.....	Opt	....	2750	124
Kearns H	1150	H-Sp 7000	3 1/2x5	19.6	L	Own	FS	Zen	V	.....	Bos	Dy	B.B.	Full	U	3	M-E	Shel	Shell D-260	B	Col 5200-B	F	5.85	18	Lav	32x4 1/2*	32x4 1/2*	Sch	Fir	2000	118
King Zeitler	1950	Cont N	3 3/4 x5	22.5	L	Chic	F	Zen	G	Phar	Eis	Bos	B-Li	B-Li 30	U	3	Pick	Mar	Tim 1452	W	Tim 6352	1/2	7.2	29.44	Gem	34x4	34x5	Bim	Fir	3750	134
Kissel Express	1585	Own 80000	3 7/8x5 1/2	24.1	L	McC	S	Strm	V	.....	Rm	.....	W-Gr	.....	U	3	Spic	Math	.....	W	.....	...	5.17	18.9	Jac	34x5*	34x5*	StM	Sch	3780	140
Krebs J-24	....	Cont	3 3/4 x5	22.	L	Own	...	Zen	V	Own	Bos	Bos	B-Li	B-Li 30	U	3	Spic	Math	Tim 1250	W	Tim 6250	1/2	6.25	21	Ros	34x5	34x5	Van	Fir	3230	140
Luedinghaus	....	Wau X	3 1/2x4 1/2	19.6	L	Own	FS	Zen	G	.....	Spl	.....	B.B.	.....	U	3	.....	.....	.....	W	Wis	1/2	.....	.....	Lav	34x4 1/2*	34x4 1/2*	.....	.....	2850	130
Menominee Hurryton	1650	Wis SU	4 x5	25.6	H	Own	F	Zen	V	.....	Eis	Bos	B.B.	.....	U	3	Spic	Per	Col 52000	S	Tim 5512	1/4	4.58	18.3	Lav	34x5	34x5	Stn	Fir	3300	132
Moreland R-R	1800	Her-O	4 x5	25.6	L	Own	F	Zen	G	.....	AuL	AuL	B-Li	.....	U	3	Pet	US	Tim 1250	B	Tim 5512	1/4	5.5	22	Ros	34x5	34x5	.....	Fir	3335	130
Moreland RC-Bus	2280	Her-O	4 x5	25.6	L	Own	F	Zen	G	.....	AuL	AuL	B-Li	B-Li 30	U	3	Pet	US	Tim 1250	B	Tim 5512	1/4	5.5	22	Ros	32x6	32x6	Own	Gdy	3350	180

Menominee Hurryton	1650	Wis SU	4 x5	25.6	H	Own	F	Zen	V	....	Eis	Bos	B.B.	....	U	3	Spic	Per	Col 52000	S	....	½	4.58	18.3	Lav	34x5	34x5	Stn	Fir	3500	132
Moreland R-R	1800	Her-O	4 x5	25.6	L	Own	F	Zen	G	....	AuL	AuL	B-Li	B-Li 30	U	3	Pet	US	Tim 1250	B	Tim 5512	½	5.5	22	Ros	34x5	34x5	....	Fir	3335	180
Moreland RC-Bus	2280	Her-O	4 x5	25.6	L	Own	F	Zen	G	....	AuL	AuL	B-Li	B-Li 30	U	3	Pet	US	Tim 1250	B	Tim 5512	½	5.5	22	Ros	32x6	32x6	Own	Gdy	3850	180
Nash 2018	1595	Own 4	3¾x5¼	22.5	L	Lng	F	Strm	G	Sim	Eis	AuL	B.B.	DG	U	3	Own	Har	Cwn	I	Clark 1D	D	6.8	21.85	Lav	34x4	34x5	AuW	....	3400	130
National FA	....	Wau BUX	3¾x5¼	22.5	L	McK	FS	Zen	G	Wau	Eis	....	B-Li	B-Li 30	U	3	Spic	Math	Tim 1452	W	Tim 6352	½	6.2	20.6	Ros	35x5*	35x5*	Van	Fir	3350	136
Nelson-LeMoon G-1	....	Cont J-4	3¾x5	22.5	L	Chic	F	Strm	G	....	Bos	Bos	Full	Full LTU 5	U	3	Own	GC	Tim 1250	W	Tim 6250	½	6.25	....	Ros	34x5*	34x5*	StM	Fir	2700	151
Noble A-75	1525	Buda WTU	3¾x5⅛	22.5	L	Chic	F	Zen	V	....	Eis	Bos	Full	Full LTU 4	U	3	Bld	....	....	B	....	½	5.66	22.64	Lav	34x4½*	34x4½*	Bim	Fir	3300	130
O. K. O.	1575	Buda WTU	3¾x5⅛	22.5	L	Own	F	Zen	V	....	Eis	Dy	Full	Full LTU	U	3	Hart	Tut	Tim 1250	W	Tim 6250	½	6.75	....	Ros	33x5*	33x5*	Mot	Fir	3250	131
Ogden A2	....	Cont N	3¾x5	22.5	L	Chic	S	Zen	V	....	Spl	....	B-Li	B-Li 30	U	3	Pick	Tut	Tim 1250	W	Tim 6250	½	5.6	18.6	Ros	34x5	34x5	Stn	Gdy	3100	125
Parker B-23	1400	Buda WTU	3¾x5⅛	22.5	L	Own	F	Zen	V	....	Wes	Wes	Full	Full SU-2	U	3	Bld	Tut	Fli 72 BA 10	B	Fli 72 BA 80	F	5.5	22	Lav	33x5*	33x5*	Bim	....	2700	131
Patriot 7R	1350	Cont N	3¾x5	22.5	L	Mod	FS	Strm	V	....	Bos	Bj	B.B.	Covt MA	A	3	Ther	Mar	Fli 50B	W	Tim 6250	½	6.25	22.69	CAS	35x5	35x5	Bim	....	2900	128
Penn	750	Own	3½x4	19.6	L	Own	FS	Till	G	....	AuL	Aul	B.B.	Own	U	3	Own	Own	Own	W	Shel	½	5.5	20	Own	30x3½	32x4½	Sch	Fir	2175	122
Pioneer AA (Chicago)	1550	GBS	3¾x4¼	22.5	L	Own	F	Zen	V	....	Bos	AuL	DG	....	U	3	Ther	GC	....	W	....	¾	6.1	25.1	Wol	32x4½*	32x4½*	Bim	Fir	2500	132
Rainier R-29	2150	Cont N	3¾x5	22.5	L	Har	FS	Zen	V	Mon	Eis	....	B-Li	B-Li 30	U	3	Spic	Per	Tim 1250	W	Tim 6250	½	6.75	22.5	Lav	34x3½	34x4	Jon	....	2700	133
Sandow GA	1695	Cont N	3¾x5	22.5	L	Chic	FS	Strm	G	....	Eis	....	Full	Full TU¾	U	3	Spic	....	Shel FA-500	W	Tim 1501W	...	7.	23.4	Ros	34x4	34x5	Opt	Fir	3000	120
Sanford W-10	....	Cont 8-R-6	3⅜x4½	27.3	L	R-T	FS	Strm	G	....	Con	Dy	B.B.	B-Li 30	U	3	Spic	Shel	Sals D	B	Sals D	¾	5.75	23.5	Gem	33x5*	33x5*	Hoo	Fir	....	140
Signal NF	....	Cont J-4	3¾x5	22.5	L	Lng	FS	Strm	G	Sim	Eis	....	B-Li	....	A	3	UM	Det	....	W	....	½	7.2	....	Ros	34x5*	36x6*	StM	....	3575	132
Stewart 16	1195	Lyco	3¾x5	22.5	L	Own	FS	Zen	G	....	Rm	Rm	Full	....	U	3	Spic	Det	....	B	....	¾	5.1	24.	Gem	34x4½	34x4½	....	Fir	2480	130
Transport 15	....	Cont N	3¾x5	22.5	L	Mod	FS	Zen	V	....	Rm	Rm	Full	Full SU-1	U	3	Sned	Det	Col 5000	B	Col 51000	¾	5.1	20.4	Lav	32x4½*	32x4½*	Mot	Fir	2950	128
Triangle AA	1285	H-Sp	3¼x5	16.9	L	Per	FS	Strm	G	....	NE	NE	Full	Full LTU 4	U	3	UP	Det	Eat 75	B	Clark B-306	½	5.66	22.64	Gem	34x4½	34x4½	Nor	Fir	2600	123
United Highway Spec'l	....	H-Sp 7000	3½x5	19.6	L	Per	FS	Zen	G	....	Bos	Bos	Full	Full	U	3	Spic	Det	Col 31000	B	Col 3000	½	5.8	19.9	Lav	32x4½	32x4½	....	Fir	2460	128
Wachussett S	2400	Cont 8R	3⅜x4½	27.3	...	GO	F	Zen	V	....	Bos	Bos	B-Li	B-Li 30	U	3	Hart	Sav	Tim 1250	B	Tim 5511	¾	5.5	22.5	Ros	34x5	34x5	Smi	Fir	3300	152
Walker Johnson L	2500	Hin	3¾x5¼	22.5	L	Bus	F	Zen	V	Hin	Bos	Bos	Full	Full LTU 4	U	3	Spic	SP	Tim 1452	W	Tim 6352	½	7.2	26	Ros	34x5*	36x6*	Arc	Fir	3600	134
Wichita K	1875	Wau BX	3¾x5¼	22.5	L	EM	FS	Strm	G	Wau	Bos	NE	Own	B-Li 35	A	4	Ther	Det	Shel	W	Shel 1500	½	Opt	....	Ros	36x3	36x4	Bim	Fir	3650	144
Wilcox AA	1900	Buda WTU	3¾x5⅛	22.5	L	....	S	Strm	V	Dup	Bos	....	B-Li	....	U	3	Spic	Shel	....	W	....	½	7.7	25.8	Gem	35x5*	35x5	....	....	3600	130
Wisconsin A	....	Wau Y	4 x5¼	25.6	L	Chic	FS	Strm	V	Phar	Bos	Bos	B-Li	B-Li 31	U	3	Spic	Det	Tim	W	Tim 5511	½	6.25	31	Ros	30x5	30x5	Bim	Gdy	3100	132
Yellow Cab Express T1	....	Cont V4	3¾x5	22.5	L	Lng	FS	Zen	G	....	Bos	NE	B-Li	....	U	4	Spic	....	Tim 1322	B	Tim 5773	½	4.29	18.1	Gem	30x5	33x5*	Bud	Fir	3130	130

1¼ Ton

Autocar F	2200	Own 2	4¾x4½	18.1	L	Own	S	Strm	G	....	Bos	....	Own	Own	A	3	Spic	Del	Own	R	Own	F	8.3	33.2	Ros	34x4	34x6	Hoo	....	3800	97
Autocar G	2300	Own 2	4¾x4½	18.1	L	Own	S	Strm	G	....	Bos	....	Own	Own	A	3	Spic	Del	Own	R	Own	F	8.3	33.2	Ros	34x4	34x6	Hoo	....	3900	120
Clinton 20	2070	Buda WTU	3¾x5⅛	22.5	L	Own	F	Zen	V	....	....	Bos	B-Li	B-Li 30	U	3	M-E	Per	Tim 1250	W	Tim 6250	½	5.60	18.6	Ros	30x5	30x5	StM	Fir	3450	150
Clydesdale 10	....	Cont N	3¾x5	22.5	L	Own	FS	Zen	V	....	Bos	Bos	B.B.	B-Li 20	U	3	Spic	Stan	Stn 3780	B	Tim 5511	½	6.1	20.4	Ros	34x5	34x5	....	Fir	3100	138
Clydesdale 10A	....	Cont N	3¾x5	22.5	L	Own	FS	Zen	V	....	Bos	Bos	B.B.	B-Li 20	U	3	Spic	Stan	Stn 3780	W	Tim 6250	½	6.75	22.5	Ros	34x5	34x5	....	Fir	3100	138
Defiance G-2	....	Cont N	3¾x5	22.5	L	Per	FS	Zen	V	....	Bos	Bos	B.B.	G-Li	U	3	Spic	Det	Col 7000	B	Eat 1000	½	6.14	18.3	Lav	35x5	35x5	StM	Fir	2900	128
Defiance GL-2	....	Cont N	3¾x5	22.5	L	Per	FS	Zen	V	....	Bos	Bos	B.B.	G-Li	U	3	Spic	Det	Col 7000	B	Eat 1000	½	6.14	18.3	Lav	35x5	35x5	StM	Fir	3050	140
Diamond T-O3	....	Hin 700	3¾x5¼	22.5	L	GO	F	Strm	V	....	Bos	....	Covt	....	U	3	Spic	Math	....	W	....	½	6.20	26.06	Gem	36x3½	36x4	....	....	3800	132
Eagle 101	1875	Buda WTU	3¾x5⅛	22.5	L	Own	F	Zen	G	Opt	Eis	Bos	Covt	....	U	3	M-E	Cham	Col 5000	I	Torb 1000	D	6.6	24	Ros	34x5	34x5	Stn	Fir	3800	130
Gramm-Pioneer, 10 Sp.T	....	Lyco CT	3¾x5	22.5	L	Own	F	Zen	G	....	Con	AuL	Mun	....	U	3	Own	Per	Sals	B	Sals 1483	¾	5.75	23	Ros	33x5*	33x5*	Day	Fir	2370	129
Hurlburt ST	1850	Buda WTU	3¾x5⅛	22.5	L	Own	FS	Zen	G	....	Eis	AuL	B-Li	....	U	3	Spic	Per	....	W	Tim	...	6.1	....	Ros	34x5*	34x5*	....	....	3250	130
Larabee-Deyo X-2	1810	Cont 8R-6	3⅜x4½	27.3	L	Fed	F	Zen	G	Opt	Bos	Bos	B-Li	B-Li 30	U	3	Sned	Shel	Sals B	B	Sals 1480E	¾	5.75	23	Gem	34x5	34x5	Ind	Fir	3350	138
Maccar EX	....	Wis SU	4 x5	25.6	H	Own	F	Zen	V	....	Bos	Bos	B-Li	B-Li 31	U	3	Spic	Row	Sals 1525E	B	Sals 1526E	...	5.85	28.08	Ros	34x5*	34x5*	Van	Gdy	3400	132
Master 11	....	Buda WTU	3¾x5⅛	22.5	L	Chic	...	Zen	G	....	Wes	Wes	Full	Full	U	3	....	Det	Tim	B	Tim 5511	½	5.5	22	Ros	33x5	33x5	StM	Fir	3200	132
Menominee HT	2000	Wis CAU	3¾x5	22.5	L	Own	FS	Strm	G	Mon	Eis	Opt	Det	Cott AAU	U	3	Spic	Tut	Shul	W	Wis	½	7.75	28.52	Ros	34x3½	36x5	Stn	Fir	3525	130
Perfection B	1545	Cont N	3¾x5	22.5	L	Own	FS	Zen	V	....	Rm	Rm	B.B.	Own AAU	U	3	Spic	Own	Tim 1216B	Op	Tim 5511	½	5.6	25.3	Lav	34x4½	34x4½	Bim	Mil	3175	134
Reo F Speedwagon	1185	Own	4⅛x4½	27.2	L&H	Own	S	John	G	....	NE	NE	Own	Own	A	3	Own	Pen	Own	S	Own	½	4.7	17.3	Own	33x5*	33x5*	Mot	Fir	2705	128
Republic Rapid Transit	....	Lyco C	3¾x5	22.5	L	Own	F	Strm	V	....	Bos	Bos	Full	Full	U	3	Spic	Math	Torb	I	Torb	D	5.65	22.6	Jac	33x5*	33x5*	Mot	Fir	2700	124
Ruggles 20-R	....	Own	4 x5	25.6	L	Per	F	Zen	G	....	Rm	Rm	B-Li	B-Li 30	U	3	Spic	Det	Col 5000	B	Col 52000	¾	5.12	20.48	Jac	34x5*	34x5*	Nor	Fir	2950	128
Service 25	....	Buda WTU	3¾x5⅛	22.5	L	Lng	F	Zen	V	....	Rm	Rm	B-Li	B-Li 30	U	3	M-E	Shel	Shul 312	B	Eat 1000	½	5.62	22.65	Ros	34x5*	34x5*	Bim	Fir	3500	132
Standard 75 Speed Truck	....	Cont N	3¾x5	22.5	L	Lng	F	Strm	V	....	Eis	....	B-Li	B-Li 30	U	3	Spic	Am	Tim 1250	W	Tim 6250	½	5.6	24.3	Ros	33x5*	33x5*	Dis	Fir	3000	134
Stewart 15X	1595	Buda WTU	3¾x5⅛	22.5	L	Bus	F	Zen	G	....	Eis	Dy	Full	....	U	3	Spic	Det	....	B	....	D	6.7	26.8	Ros	35x5*	35x5*	Way	Fir	2705	128
Stoughton C	1175	....	....	....	H	Chic	F	Zen	V	....	Rm	Rm	Det	Own D-21	U	3	Ther	Own	Col 5058	S	Col 52003	¾	5.87	20	Ros	34x4½*	34x4½*	Bim	Gdy	2480	131
U. S. U	1875	Buda WTU	3¾x5⅛	22.5	L	Lng	F	Strm	V	....	Bos	Bos	Full	Full SUI	U	3	Bld	Shel	Shul 250	B	Clark B	½	6.25	25	Lav	34x5	34x5	Sch	Fir	3400	138
Yellow Cab M42-1¼	1640	Cont V-4	3¾x5	22.5	L	Lng	FS	Zen	G	....	Bos	....	B-Li	....	U	3	Spic	Math	....	W	....	½	7.2	24	Gem	35x5*	35x5*	Stn	Fir	2850	130

1½ Ton

Ace 30	....	Buda WU	3¾x5⅛	22.5	H	Mod	F	Zen	V	....	Eis	Wes	B-Li	B-Li 35	A	4	UM	Math	Tim 1452	W	Tim 6460	½	7.75	41.5	Ros	34x3½	34x5	Sch	Fir	4750	144
Armleder 21B	2550	Buda GTU	4 x5¼	25.6	L	Lng	F	Zen	V	....	Bos	Wes	Full	Full LTU	U	3	Spic	Math	Tim 1458B	W	Tim 6460	½	7.75	31	Ros	34x3½	34x6	StM	....	4400	Op
Armleder 40B	2900	Buda HTU	4¼x5½	28.9	L	Lng	F	Zen	G	Phar	Bos	Wes	B-Li	B-Li 50	U	4	Spic	Math	Tim 1520	W	Tim 6460	½	7.75	41.5	Ros	34x3½	34x6	StM	....	4600	Op
Armleder 40C	2900	Cont C-4	4⅛x5¼	27.2	L	Lng	S	Zen	G	Phar	Bos	....	B-Li	B-Li 50	U	4	Spic	Math	Tim 1520	W	Tim 6460	½	7.75	41.5	Ros	34x3½	34x6	StM	....	4600	Op
Atterbury 20R	2475	Cont J-4	3¾x5	22.5	L	Own	F	Zen	V	Sim	Eis	....	Full	Full LTU	U	3	Spic	SP	Tim 1452	W	Tim 6460	¾	7.75	31	Ros	34x4	34x6	Arc	Fir	4500	144
Autocar F	2200	Own 2	4¾x4½	18.1	L	Own	S	Strm	G	....	Bos	....	Own	Own	A	3	Spic	Del	Own	R	Own	F	8.3	33.2	Ros	34x4	34x6	Hoo	....	3800	97
Autocar G	2300	Own 2	4¾x4½	18.1	L	Own	S	Strm	G	....	Bos	....	Own	Own	A	3	Spic	Del	Own	R	Own	F	8.3	33.2	Ros	34x4	34x6	Hoo	....	3900	120
Available JH-1½	2450	Her O	4 x5	25.6	L	Chic	S	Zen	G	Pier	Bos	....	B-Li	B-Li 30	U	3	M-E	Tut	Tim	W	Tim 6460	½	7	28	Ros	36x3½	36x5	Sch	....	4000	145
Bessemer H2	....	Cont N	3¾x5	22.5	L	Stn	FS	Strm	G	....	Bos	Bj	B.B.	B-Li 35-449X	A	3	Bld	Per	Shul 350	R	LM 7150	½	....	....	Ros	36x3½	36x5	Sch	Fir	3800	144
Brinton C	2500	Cont N	3¾x5	22.5	L	Bus	F	Strm	G	....	Bos	....	B-Li	B-Li	U	3	Spic	Tut	Tim 1542	W	Tim 6560	¾	....	33.6	Ros	34x4	34x5	Sch	....	3900	138
Brockway S7	....	Wis SU	4 x5	25.6	H	Bus	F	Zen	V	Han	Eis	....	B-Li	B-Li 30	U	3	Spic	Mer	Tim 1452	W	Tim 6460	½	7.75	31.2	Gem	36x4	36x6	Hoo	....	4000	140
Chicago C	....	Her O	4 x5	25.6	L	Bre	F	Zen	G	....	Bos	....	B-Li	B-Li 31	U	3	Pet	Math	Tim 1520	R	Huck 25	F	7.36	34	Gem	36x4	36x7	Opt	Fir	4500	146
Columbia H	1950	Hin 300	3¾x5¼	22.5	L	Lng	F	Strm	V	Hin	Spl	Bos	Det	DG	U	3	Spic	Det	Shul	W	Vul	F	7.5	....	Own	34x4	34x6	StM	....	3800	140
Commerce 14B	....	Cont J-4	3¾x5	22.5	L	Lng	F	Zen	V	....	Eis	Bos	B-Li	B-Li	A	4	UM	Am	....	W	Tim	¾	7	37.45	Ros	32x6	32x6	Mot	Fir	4135	146
Corbitt D-22	2150	Cont J-4	3¾x5	22.5	L	McC	FS	Strm	V	Sim	Eis	....	B-Li	B-Li 30	U	3	Spic	Shel	Shel D343	W	Shel W-103	½	7.8	25.97	Ros	34x3½	34x5	Bim	Fir	4150	140
Day-Elder AN	....	Buda WTU	3¾x5⅛	22.5	L	Bus	FS	Zen	V	....	Eis	....	B-Li	B-Li 20	U	3	Spic	Shel	Col 7018	W	Tim 6352	½	6.2	20.71	Gem	34x3½	34x4	Van	Fir	3600	128
Defiance D-2	....	Cont N	3¾x5	22.5	L	Per	F	Zen	V	....	Bos	Bos	B.B.	G-Li	U	3	Spic	Det	Col 7000	I	Torb 9	D	8.1	21	Own	35x5*	36x6*	StM	Fir	3200	140
DeMartini	....	Buda WTU	3¾x5⅛	22.5	L	Own	...	Zen	V	....	Bos	....	B-Li	B-Li 35	U	4	Spic	Shel	....	W	....	...	6.5	26	Ros	34x4	34x6	Smi	....	5000	150
Diamond T-T	....	Hin 700	3¾x5¼	22.5	L	GO	F	Strm	V	Own	Bos	....	Covt	....	U	3	Spic	Math	....	W	Own	½	18.2	29.9	Gem	36x3½	36x5	....	....	4150	144
Diehl B	....	H-Sp 7000	3½x5	19.6	L	....	FS	Zen	G	....	Bos	....	M-E	Durs 02500B	...	3	M-E	Row	Sals 1544E	I	Torb S 327	D	5.3	....	Ros	....	....	Way	....	2500	120
Dixon D	2650	Cont J-4	3¾x5	22.5	L	GO	F	Zen	G	Pier	Bos	....	Full	Full	U	4	Hart	SP	....	W	Tim	F	Opt	Opt	Ros	36x3	36x6	StM	....	4300	145
D-Olt AA	2450	Mid 408	3⅝x5	21.	L	GO	S	Zen	V	Dup	RBo	....	B-Li	B-Li 30	U	4	Spic	SP	Tim 1250	W	Tim 6250	½	7.75	37.2	Ros	34x4	34x5	....	....	4500	168
Duplex GH	....	Buda WTU	3¾x5⅛	22.5	L	Mod	FS	Zen	G	....	Wes	Wes	Covt	Covt	U	3	Pet	Pen	....	W	Shel	½	6.5	26	Woh	36x5*	36x5	Mot	Fir	3900	138
Federal S-23	....	Cont J-4	3¾x5	22.5	L	Own	F	Zen	V	....	Eis	Rm	B.B.	Own	A	4	Pet	....	Own	W	Tim 6460	½	7.25	36.25	Gem	36x3½	36x5	....	....	3900	144

For full name and address of manufacturer and information regarding complete line see page 52

TRADE NAME AND MODEL	Chassis Price	ENGINE DETAILS: Make and Model Number (4 cylinder unless otherwise noted.)	Bore and Stroke	N.A.C.C. Horsepower	Valve Arrange't	Radiator (Make)	Lubrication	Carburetor	Fuel Feed	Governor (Make)	Ignition System	Engine Starter	Clutch (Make)	GEARSET: Make and Model Number	Location	Speeds	Universal (Make)	Springs (Make)	FRONT AXLE and Model Number	REAR AXLE: Final Drive	Make and Model Number	Type	Total Gear Reduction in High	Total Gear Reduction in Low	Steering Gear (Make)	TIRES, WHEELS, RIMS: *Pneumatic †Dual ‡Solid — Front	Rear	Wheels (Make)	Rim Equipment	Chassis Weight (Stripped)	Wheelbase
1½ Ton—Con'd																															
Garford 25 B	2375	Buda WU	3¾x5½	22.5	L	Own	S	Strm	V	.....	Spl	.....	Own	Own	A	3	Spic	Per	Own	W	Tim 6460	½	7.75	.....	Ros	36x3½	36x5	.....	.....	4000	154
Gotfredson 40	2525	Buda GBU	4 x5½	25.6	L	McC	F	Zen	V	.....	Bos	AtK	B-Li	B-Li 35	U	4	Spic	Am	Tim 1452	W	Tim 6460	½	6.5	34.8	Gem	36x6*	38x7*	MM	Fir	4000	143
Graham Bros CA	1325	Dodge	3⅞x4½	24.1	L	McC	FS	Stew	V	.....	NE	NE	Dod	Dod	U	3	UP	Det	Dod	S	Own B-360	½	6.28	29.29	Dod	33x4½*	36x6	.....	.....	2910	140
Gramm-Pioneer 15	....	Cont N	3¾x5	22.5	L	Own	FS	Strm	G	.....	NE	NE	Full	Full	U	3	Own	Per	Col	W	Own 602-8	½	7.8	28	Ros	36x3½	36x5	Bim	Fir	3660	138
Gramm-Pioneer 65	....	Cont J-4	3¾x5	22.5	L	Own	FS	Strm	G	.....	NF	NE	Full	Own	A	3	Own	Per	Col	W	Own 602-8	½	7.8	28	Ros	36x3½	36x5	Bim	Fir	3860	138
Grass Premier 60	1800	Wau Y	4 x5¼	25.6	L	Chic	F	Strm	V	Opt	Opt	Bos	B-Li	B-Li 30	U	3	Spic	Det	Cont 2175	B	Clark B360	½	6.28	31.3	Ros	33x5*	32x6*	StM	Fir	3000	Op
Guilder D	2350	Wau	4 x5¼	25.6	L	GO	F	Zen	G	Pier	Eis	Bos	B-Li	B-Li 31	U	3	M-E	Mer	Shul 5410	B	Clark	½	5.5	26	Ros	34x3½	34x6	Van	.....	3200	132
G. W. W. Super	1650	Wis SU	4 x5	25.6	H	Own	F	Zen	G	.....	Bos	Bos	Full	Full	U	3	Bld	GC	Shul 350	I	Clark 1D	D	6.	18	Lav	35x5*	35x5*	Bim	Fir	3200	142
Hawkeye K	1900	Buda WTU	3¾x5½	22.5	L	.....	F	Zen	G	.....	Eis	.....	Full	Full	U	4	Pick	Det	Shul	I	Clark ID	D	7.6	.....	Ros	34x5*	38x7*	Day	.....	3750	149
Hug	1350	Buda WTU	3¾x5½	22.5	L	Per	F	Zen	G	.....	Bos	.....	Full	Full SU 1	U	3	Bld	Tut	Col 5000	B	Clark BSpec	½	5.5	26.62	Ros	34x5	34x5	Stn	Fir	2900	118
IndependentGW(Iowa)	2150	Cont J-4	3¾x5	22.5	L	GO	FS	Zen	V	.....	Bos	.....	Full	.....	U	3	Bld	GC	.....	W	Shel W103	D	7.7	.....	Lav	34x3½	34x5	StM	Fir	3875	142
Indiana 15	....	Wau BUX	4 x5	25.6	L	McC	F	Strm	G	.....	Eis	.....	B.B.	B-Li 35	A	3	Spic	Shel	Shel 33FA500	W	Shel W-1501	½	7.8	31.2	Woh	34x3½‡	34x6‡	Bim	.....	4100	145*
International 33	....	Own	3¾x5	22.5	L	Own	FS	Own	G	Own	RBo	Own	Own	Own	A	3	Own	.....	Own	I	Own	D	8	32.50	Own	36x4	36x6	Own	.....	4070	128
Jumbo 15-S	....	Buda WTU	3¾x5½	22.5	L	Own	F	Zen	G	.....	Eis	NE	Full	Full LTU5	U	3	Bld	SP	Col 7000	B	Clark B-360	F	6.2	25	Jac	36x6*	36x6*	.....	Fir	4170	143
Jumbo 15	....	Buda CTU	3¾x5¼	22.5	L	Own	F	Zen	G	.....	NE	NE	Full	Full LTU 5	U	3	Bld	SP	Col 7000	I	Clark ID	D	7.2	29	Jac	36x3½‡	36x5‡	.....	Fir	4530	144
Kearns N	1650	H-Sp 7000	3½x5	19.6	L	Own	FS	Zen	V	.....	Bos	Dy	Full	Full LTU5	U	3	M-E	Shel	Shel 33FA500	I	Torb A	..	7.6	30	Lav	34x4	34x6	.....	Fir	3000	136
Kelly-Springfield K33	....	Own	3⅞x5¼	24.1	L	Lng	F	Zen	G	Pier	Eis	Del	B.B.	B-Li 51	A	4	Pet	Per	Own	W	Own	½	7.75	41.5	Gem	36x3½	36x6	StM	.....	5450	150
Kenworth	....	Buda GBO	4 x5¼	25.6	L	Idl	F	Strm	V	.....	Bos	.....	B-Li	B-Li 35	U	4	Bld	Tut	Shel D 343	W	Shel W-103	½	8.66	46.8	Ros	36x3½	36x6	Jon	.....	4620	142
King Zeitler	2275	Cont J-4	3¾x5	22.5	L	Chic	F	Strm	G	Phar	Eis	Bos	B-Li	B-Li 35	A	4	Pick	Mar	Tim 1520	W	Tim 6460	½	7	38.52	Gem	34x4	34x6	Bim	Fir	4300	140
Kissel General Utility	1975	Own 40000	3⅞x5½	24.1	L	McC	S	Strm	V	Pier	Eis	.....	W-Gr	.....	U	3	Spic	Math	.....	W	.....	½	7.8	28.5	Jac	34x3½	34x5	Pru	.....	4100	152
Kleiber	2600	Cont K4	4½x5¼	27.2	L	R-T	F	Strm	V	.....	RBo	.....	B-Li	B-Li 50	A	4	Spic	Bet	Tim 1540	W	Tim 6460	½	7.75	41.5	Ros	36x4‡	36x7‡	Smi	.....	4300	147
Krebs K45	....	Cont	4⅛x5¼	27.2	L	Own	...	Zen	V	Own	Bos	Bos	B-Li	B-Li 35	A	4	Spic	Math	Tim 1452	W	Tim 6460	½	7.75	42	Ros	36x4	.....	Smi	Fir	4730	140
Larrabee XJ	2465	Cont 8 R-6	3⅜x4½	27.3	L	Fed	F	Zen	G	Opt	Bos	Bos	B-Li	B-Li 30	U	3	Spic	Shel	Shel 33FA500	W	Shel W-1501	½	7.66	31.4	Gem	36x6	36x6	Smi	Fir	4200	144
Luedinghaus	....	Wau Y	4 x5¼	25.6	L	Own	F	Zen	V	.....	Spl	.....	B.B.	.....	U	4	Spic	.....	.....	W	Wis	½	.....	.....	Lav	34x3½‡	34x5‡	.....	.....	4500	144*
Maccar Ll	....	Wis TAU	4 x6	25.6	L	Own	F	S-Z	V	Pier	Eis	Bos	B-Li	B-Li 35	U	4	Spic	Mer	Tim 1522	W	Tim 6460	½	8.75	46.8	Ros	36x4‡	36x6‡	Day	.....	4900	150
Mack AB	3000	Own AB	4 x5	25.6	L	Own	S	Zen	G	Own	Spl	.....	Own	Own	U	4	Spic	Mer	Own	C	Own	D	6.99	37.84	Own	36x4	36x3½†	.....	.....	5100	Op
Mack AB	3450	Own AB	4 x5	25.6	L	Own	S	Zen	G	Own	Spl	.....	Own	Own	U	4	Spic	Mer	Own	R	Own	F	7.6	36.80	Own	36x4	36x3½†	.....	.....	5300	Op
Mason Road King	1295	Her O	4 x5	25.6	L	Fed	F	Zen	G	.....	AuL	AuL	Hoos	W-Gr	A	3	Spic	Arm	Fli	B	Fli	F	4.9	17.42	Lav	34x5	33x5†	Bud	Fir	3320	130
Master 21	....	Buda GTU	4 x5½	25.6	L	Chic	F	Zen	V	Pier	Eis	.....	Full	Full	U	3	Spic	Det	Shel	W	Tim	½	Opt	Opt	Ros	34x4	34x6	Pru	.....	4300	142
Maxwell	....	Own	3⅝x4½	21	L	Own	FS	Stew	G	.....	AtK	Rm	Own	.....	U	3	Own	.....	.....	W	.....	½	7.25	34.4	Own	35x5	35x5	Kel	Fir	2385	124
Menominee H	2475	Wis EAU	4 x5	25.6	L	Own	FS	Strm	G	Mon	Eis	Opt	Det	Cott AAU	U	3	Spic	Tut	Shul	W	Wis	½	8.25	30.36	Ros	36x3½	36x5	Stn	Fir	4220	144
Moreland BX	2350	Her O	4 x5	25.6	L	Own	F	Zen	G	.....	AuL	AuL	B-Li	B-Li 30	U	3	Pet	US	Tim 1452	W	Tim 6461	½	7	28	Ros	36x3½	36x6	Smi	.....	4125	132
National GA	....	Wau BUX	3¾x5¼	22.5	L	McK	FS	Zen	G	Wau	Eis	.....	B-Li	B-Li 30	U	3	Spic	Math	Tim 1520	W	Tim 6460	½	7	23.3	Ros	34x4	34x5	.....	.....	3850	140
Nelson-LeMoon G-2	....	Cont K-4	4½x5¼	27.2	L	Chic	F	Strm	G	Phar	Bos	Bos	B-Li	B-Li 35	U	3	Own	GC	Tim 1520	W	Tim 6460	½	7	.....	Ros	36x4	36x6	StM	Gdy	3400	Op
Noble A-21	1990	Buda WTU	3¾x5½	22.5	L	Chic	F	Zen	V	.....	Eis	Bos	Full	Full LTU 4	U	3	Bld	.....	Shel 33FA500	W	Shel 1501	½	6.5	26	Lav	34x5	34x5	.....	Fir	3700	144
O. K. Oil	1750	Buda CTU	3¾x5¼	22.5	L	Own	F	Zen	V	.....	Eis	.....	Full	Full LTU 3	U	3	Hart	Tut	Shul 510	W	Wis 800H	½	9.33	.....	Ros	36x3½	36x5	Bim	Gdy	4100	149
Ogden D	....	Cont J-4	3¾x5	22.5	L	Chic	S	Zen	V	Phar	Spl	.....	B-Li	B-Li	U	3	M-E	Tut	Tim	W	Tim	½	7.75	25.8	Ros	36x3½	36x5	Stn	.....	3400	136
Parker E-24	2150	Wis SU	4 x5	25.6	H	Own	F	Strm	V	.....	Wes	Wes	Full	Full SU2	U	3	Bld	Tut	Cont 2001	W	Wis 800-HA	½	7.25	29.8	Lav	34x3½	34x6	Bim	.....	3700	140
Power	....	Hin	3¾x5¼	22.5	L	Mod	F	Strm	V	.....	Eis	Wes	B-Li	B-Li 31	U	3	Pet	Pen	Tim 1520	W	Tim 6460	½	5	.....	Ros	35x5	35x5	StM	Fir	3250	136
Rainier R36	2590	Cont J-4	3¾x5	22.5	L	EM	F	Zen	V	Pier	Eis	.....	B-Li	B-Li 30	U	3	Spic	Per	Tim 1520	W	Tim 6460	½	7.75	25.8	Ros	34x3½	34x5	Jon	.....	3900	147
Rumley A	2150	Buda CTU	3¾x5¼	22.5	L	Mod	F	Strm	G	Pier	Eis	Bos	Full	Full LTU5	U	3	Bld	.....	Shul 510	W	Shel 1501W	½	7.80	.....	Gem	36x3½	36x5	.....	.....	4050	144
Sandow	1895	Cont N	3¾x5	22.5	L	Chic	FS	Strm	V	.....	Eis	.....	Full	Full TU-¾	U	3	Spic	.....	.....	W	Shel 1501-W	...	7.75	.....	Ros	34x4	34x6	Opt	Fir	3495	138
Sanford W-15	....	Cont N	3¾x5	22.5	L	R-T	S	Strm	V	.....	Con	Dy	B-Li	B-Li 30	U	3	Spic	Shel	Shel 33FA500	W	Shel 1501	½	6.5	26.67	Ros	36x6	36x6	Hoo	Fir	5170	140
Schacht H	2500	Wis SU	4 x5	25.6	H	Own	F	Zen	V	.....	.....	.....	Full	Full	U	4	Bld	Shel	.....	R	Wis	½	7.	33.6	Ros	36x3½	36x7	.....	.....	4400	144
Selden Unit 30	2375	Cont J-4	3¾x5	22.5	L	Lng	F	Strm	G	.....	Eis	.....	B-Li	B-Li 30	U	3	Spic	Per	Tim 1452	W	Tim 6460	½	7	23.31	Lav	34x3½	34x5	Arc	.....	4250	137
Selden 33	....	Cont K-4	4⅛x5¼	27.2	L	Lng	F	Strm	G	Phar	Eis	.....	B-Li	B-Li 35	U	4	Spic	Per	Tim 1454	W	Tim 6410	½	Opt	Opt	Ros	34x4‡	34x6‡	Van	Fir	4400	146
Service 33	....	Buda GBU-1	4 x5¼	25.6	L	McC	F	Strm	V	.....	Eis	.....	B.B.	B-Li 35	A	4	Spic	Shel	Shul 350	W	Tim 6352	½	7.2	38.5	Ros	34x3½	34x6	Stn	.....	4695	146
Service Contratruc	....	Buda WTU	3¾x5½	22.5	L	Lng	F	Zen	V	.....	Eis	.....	B-Li	B-Li 30	U	3	M-E	Shel	Shul 312	B	Eat 1500	½	6.63	23	Ros	30x5*	32x6*	Bim	Fir	3650	Op
Signal H	....	Cont K-4	4½x5¼	27.2	L	R-T	FS	Strm	G	Sim	Eis	.....	B-Li	.....	A	4	Spic	Shel	.....	W	.....	½	7.75	31	Ros	34x4	36x6	StM	.....	4760	146
Standard 1½K	....	Cont N	3¾x5	22.5	L	Lng	F	Strm	V	.....	Eis	.....	B-Li	B-Li 30	U	3	Spic	Am	Tim 1452	W	Tim 6352	½	7.2	31.3	Ros	34x3½	34x5	.....	.....	3466	144
Sterling	3240	Own	4 x5¾	25.6	L	Own	F	Zen	V	Wau	Eis	.....	B-Li	B-Li 35	U	4	Spic	Math	Tim 1452	W	Tim 6460	½	7	37	Ros	36x3½	36x5	Hoo	.....	4700	142
Stewart Speed Truck	1595	Lyco	4 x5	25.6	L	Own	FS	Zen	G	.....	Rm	Rm	Full	Full	U	3	Spic	Det	.....	B	.....	¾	6.28	25.12	.....	34x5*	34x5*	.....	Fir	3200	140
Stoughton B	2150	.....	.....	.....	L	Own	FS	Strm	G	Wau	Eis	.....	B-Li	B-Li 30	U	3	Ther	Own	Shel 33FA500	W	Shel W-1501	½	7.8	32	Ros	36x3½	36x5	Bim	Gdy	3800	140
Stoughton BJ	1550	.....	.....	.....	H	Chic	F	Zen	V	.....	Rm	Rm	B-Li	B-Li 30	U	3	Ther	Own	Col 5058	B	Col 52003	¾	5.87	24	Ros	34x5	34x5	Bim	Gdy	3250	140
Traffic Speedboy	1750	Cont N-4	3¾x5	22.5	L	Own	FS	Cart	G	.....	Bos	GD	Covt	Covt MUNC	U	3	Ther	Det	Own	I	Russ 34-I	D	6.15	22.5	Own	35x5*	35x5*	Day	Fir	3400	128
Transport 26	....	Buda WTU	3¾x5½	22.5	L	Mod	F	Zen	V	.....	Eis	Opt	Full	Full SU-1	U	3	Hart	Det	Col 7000	I	Clark I-D	D	7.25	29	Jac	34x3½	34x5	Mot	.....	3800	140
Traylor B	2390	Buda WTU	3¾x5½	22.5	L	GO	F	Zen	G	.....	Spl	Opt	Covt	Covt MUSC	U	3	M-E	Mer	Shel 33FA500	W	Shel W-1501	½	7.8	28	Ros	34x3½	34x6	Sch	.....	4300	140
Triangle A	1985	Wau BUX	3¾x5¼	22.5	L	Per	FS	Strm	G	Wau	Eis	.....	Full	Full LTU5	U	4	UP	Det	Col 7007	I	Clark 1-D	D	7.25	29	Gem	34x3½	34x6	Roy	Fir	3750	144
Ultimate A	3200	Buda ETU	4¼x5½	28.9	L	Own	F	Strm	G	Pier	Eis	Bos	B-Li	B-Li 35	U	4	Spic	Shel	Shel D-370	W	Shel W-301	½	6.5	37.4	Ros	36x3½	36x6	Jon	Fir	4500	140
United 30	....	Her O	4 x5	25.6		Per	F	Zen	G	.....	Bos	Bos	B-Li	B-Li 30	U	3	Spic	Det	Shul 310	B	Col 52000	F	5	20.86	Lav	34x5	34x5	.....	Fir	2940	148
U. S. N	2225	Cont N	3¾x5	22.5	L	Lng	FS	Strm	V	.....	Eis	Opt	Full	Full LTU 4	U	3	Opt	Shel	Shul 350	I	Clark ID	D	7.6	25.3	Lav	36x3½	36x6	Sch	.....	3800	144
Wachusett J	2800	Cont J4	3¾x5	22.5	...	GO	F	Zen	V	.....	Bos	Bos	B-Li	B-Li 35	U	4	Hart	Sav	Tim 1452	W	Tim 6352	¾	7.2	38.5	Ros	36x6	36x6	Smi	Fir	3300	148
Wilcox BB	2550	Own	4¼x5	28.9	L	.....	S	Strm	G	Dup	Bos	.....	Own	.....	A	4	Own	Shel	.....	R	.....	...	8.25	29.9	Own	36x4	36x5†	.....	.....	4600	135
Wisconsin B	1850	Wau Y	4 x5¼	25.6	L	Chic	FS	Strm	V	Phar	Opt	Bos	B-Li	B-Li 31	U	3	Spic	Det	Tim	W	Tim 5511	½	6.25	31.5	Ros	33x5	32x6	Bim	Gdy	3200	136
Witt-Will N	2460	Cont C-4	4¼x5¾	27.2	L	Own	FS	Zen	G	Pier	Eis	.....	B-Li	B-Li 35	U	3	Spic	Del	Tim 1520	W	Tim 6460	½	7	30.36	Ros	36x3½	36x6	Arc	Fir	4000	144
2 Ton																															
Acason K-2	2890	Wau Y	4 x5¼	25.6	...	.....	...	Zen	V	.....	Bos	.....	Full	Full	U	3	.....	.....	.....	W	Tim 6460	...	.....	.....	Ros	36x4	36x8	Smi	.....	3982	166
Acme 40	....	Cont J-4	3¾x5	22.5	L	GO	FS	Zen	V	Dup	Eis	Del	B.B.	Cott AAU	U	3	Bld	Det	Tim 1520	W	Tim 6460	½	8.75	35	Ros	34x3½	34x5	Bim	.....	3982	141

2 Ton

Acason K-2	2890	Wau Y	4 x5¼	25.6	...	....	...	Zen	V	....	Bos	....	Full	Full	U	3	....	....	....	W	Tim 6460	...	....	....	Ros	36x4	36x8	Smi	....	....	166
Acme 40	....	Cont J-4	3¾x5	22.5	L	GO	FS	Zen	V	Dup	Eis	Del	B.B.	Cott AAU	U	3	Bld	Det	Tim 1520	W	Tim 6460	½	8.75	35	Ros	34x3½	34x5	Bim	....	3982	141
Acme 40-L	....	Cont K-4	4⅛x5¼	27.2	L	GO	FS	Zen	V	Dup	Eis	Del	B.B.	Cott RU	U	4	Bld	Det	Tim 1520	W	Tim 6460	½	7	36.4	Ros	34x3½	34x5	Bim	....	4583	147
Autocar F	2200	Own 2	4¾x4½	18.1	L	Own	S	Strm	G	....	Bos	....	Own	Own	A	3	Spic	Del	Own	R	Own	F	8.3	33.2	Ros	34x4	34x6	Hoo	....	3800	97
Autocar G	2300	Own 2	4¾x4¼	18.1	L	Own	S	Strm	G	....	Bos	....	Own	Own	A	3	Spic	Del	Own	R	Own	F	8.3	33.2	Ros	34x4	34x6	Hoo	....	3900	120
Autocar H	3450	Own	4 x5½	25.6	L	Own	S	Strm	G	Phar	Bos	....	Own	Own	A	4	Spic	Del	Own	R	Own	F	7.72	46.3	Ros	34x5	36x8	Hoo	....	5500	114
Autocar K	3550	Own	4 x5½	25.6	L	Own	S	Strm	G	Phar	Bos	....	Own	Own	A	4	Spic	Del	Own	R	Own	F	7.72	46.3	Ros	34x5	36x8	Hoo	....	5600	138
Available JH-2	2750	Her O	4 x5	25.6	L	Chic	FS	Zen	G	Pier	Bos	....	B-Li	B-Li 30	U	3	M-E	Tut	Tim	W	Tim 6560	F	7.75	31	Ros	36x4	36x6	Sch	....	4400	152
Bethlehem GN	2395	Own	4 x5¼	25.6	L	GO	F	Zen	V	Pier	Bos	GD	B.B.	DG	U	3	UP	Math	Shel 33FA500	R	Wis 60A	½	7.75	24.8	Lav	34x4	34x6	....	....	4100	138
Buffalo Model 9 & 10	....	Her O	4 x5	25.6	L	Own	F	Zen	V	Pier	Bos	Bos	Covt	Covt	...	..	Spic	Shel	Shel D-370	W	Shel W-103	½	7.75	....	Ros	34x5‡	36x8	Jon	Gdy	5400	140
Clinton 45	2840	Buda GTU	4 x5¼	25.6	L	Own	F	Zen	V	Han	....	....	B-Li	B-Li 35	A	4	M-E	Row	Tim 1520	W	Tim 6460	½	7.75	41.5	Ros	34x4‡	34x4†	StM	....	4875	163
Concord G	....	Buda GBU	4 x5¼	25.6	L	Own	F	Zen	V	Pier	Eis	....	B-Li	B-Li 35	U	4	Spic	....	Tim 1544	W	Tim 6560	...	9.25	49.48	Ros	36x4‡	36x4‡	Arc	Fir	4150	140
Concord H	....	Buda EBU	4 x5¼	25.6	L	Own	F	Zen	V	....	Eis	Wes	B-Li	B-Li 50	U	4	Spic	....	Tim 1520	W	Tim 6460	...	6.75	36.11	Ros	36x4‡	36x4‡	Arc	Fir	4250	150
Corbitt C	2750	Cont K-4	4⅛x5¼	27.2	L	McC	FS	Strm	V	Sim	Eis	....	B-Li	B-Li 35	U	3	Spic	Shel	Shel 3 FA10	W	Shel W-103	½	10.66	35.62	Ros	36x4	36x7	Bim	Fir	5265	148
Day-Elder BN	....	Cont J-4	3¾x5	22.5	L	Bus	F	Zen	V	....	Eis	....	B-Li	B-Li 30	U	3	Spic	Shel	Col 7018	W	Tim 6460	½	7	28.63	Gem	34x3½	34x5	Van	Fir	4100	144
Defiance E	....	Cont N	3¾x5	22.5	L	Chic	FS	Zen	V	Full	Bos	Bos	Full	....	U	4	Spic	Det	Col 7000	R	Wis 60A	½	9.25	44.4	Lav	35x5*	38x7*	StM	Fir	3865	140
Defiance EL2	....	Cont N	3¾x5	22.5	L	Chic	...	Zen	V	....	Bos	Bos	Full	Full	U	4	Spic	Det	Col 7000	R	Wis 60A	½	9.25	44.4	Lav	36x5	38x7	....	....	3965	157
DeMartini	....	Buda HTU	4¼x5½	28.9	L	Own	...	Zen	V	....	Bos	....	B-Li	B-Li 35	U	4	Spic	Shel	....	W	....	...	6.5	26	Ros	36x4	36x7	Smi	....	6500	168
Dixon	....	Cont J-4	3¾x5	22.5	L	GO	F	Zen	V	Pier	....	Bos	Full	Full GU 7	U	4	Hart	SP	Tim	W	Tim	½	....	....	Ros	....	....	....	Fir	4450	145
D-Olt A1	2650	Mid 408	3⅜x5	18.2	...	Own	F	Zen	V	Dup	RBo	Wes	B-Li	B-Li 35	A	4	Spic	SP	Tim 1540 B	W	Tim 6560	F	7.25	49.1	Ros	34x4‡	36x7‡	Day	Fir	4800	168
Dorris K4	3400	Own	4¼x5½	28.9	H	McC	F	Strm	G	Own	Bos	Wes	Own	W-GrT53	A	4	Spic	Row	Tim 1542B	W	Tim 6560	F	7.75	38.67	Ros	36x4	36x7	Smi	Fir	5150	Opt
Duplex A	2445	Hin HAA	4 x5¼	25.6	L	Mod	F	Strm	G	....	Wes	Wes	Covt	....	U	3	Pet	Pen	....	W	....	½	6.5	26.1	Ros	34x4‡	36x7‡	Mot	Fir	4400	145
Eagle 100	2275	Buda GTU	4 x5¼	25.6	L	Own	F	Zen	G	....	Eis	Wes	Covt	....	U	3	M-E	Cham	....	I	....	D	8.8	31.8	Lav	34x4	34x7	Stn	Fir	4100	130
Eagle 104	2395	Buda GTU	4 x5½	25.6	L	Own	F	Zen	G	....	Eis	....	Covt	Covt	U	3	M-E	Cham	Col 7000	I	Russ 600	D	8.31	....	Ros	34x4	34x7	StM	Fir	4300	130
Fageol	3000	Wau YA	3¾x5¼	22.5	L	....	F	Zen	V	....	Spl	....	B-Li	....	U	7	UP	Math	....	W	....	F	5.6	59.7	Ros	34x3½	34x6	....	....	4400	136
Forschler D	....	Cont C-4	4⅛x5¼	27.2	L	Own	FS	Zen	...	Dup	Bos	Opt	Full	....	...	3	Hart	Own	....	W	....	...	....	....	Ros	34x4	36x7	Smi	....	4735	144
Fulton C	1985	Buda WTU	3¾x5⅛	22.5	L	GO	FS	Zen	G	....	Sim	....	Covt	Covt MUC	...	3	Spic	....	Col 7013	I	Russ S300	D	10.2	....	Lav	34x4	34x7	Hoo	....	3300	137
Gary I	2750	Buda GTU	4 x5¼	25.6	L	Chic	F	Zen	V	McC	Eis	....	Full	Full	U	3	Spic	Math	Tim 1520	W	Tim 6460	½	7.75	23.75	Ros	36x3½	36x7	Pru	Gdy	4500	144
Gramm-Pioneer 125	....	Cont K-4	4⅛x5¼	27.2	L	Own	F	Strm	G	Sim	NE	NE	Full	Own	A	4	Own	Per	Col	W	Shel	½	7.7	36.7	Ros	36x4	36x7	Bim	....	4910	...
Grass Premier 70	2575	Wau Y	4 x5¼	25.6	L	Chic	FS	Strm	V	Opt	Opt	Bos	B-Li	B-Li 35	U	4	Spic	Det	Cont 1802	W	Tim 6460	½	8.25	41.6	Ros	36x6*	38x7*	StM	Fir	4400	140
Guilder E	2950	Buda GTU	4 x5¼	25.6	...	GO	F	Zen	G	Pier	Eis	Bos	B-Li	B-Li 31	U	3	M-E	Mer	Shul 5410	W	Vul 3R	F	7.75	41	Ros	36x4	36x7	Van	....	5100	152
G. W. W.	....	Wis SU	4 x5	25.6	H	Own	F	Zen	G	....	Bos	Bos	Full	Full GU 5	U	4	Bld	GC	Shul 350	I	Clark 2D	D	8	38.4	Lav	36x6*	38x7*	Bim	Fir	4100	147
Harvey WOA	2650	Buda ETU	4¼x5½	28.9	L	Own	F	Strm	G	McC	Eis	....	Full	Full LTU5	U	3	Spic	Bea	Shel D-343	W	Shel W-103	½	7.75	23.2	Ros	34x4‡	34x7‡	Smi	....	5400	160
Hawkeye ML	2195	Buda HU	4¼x5½	28.9	L	Brm	...	Zen	G	Sim	Eis	....	Full	Full	U	4	Hart	Det	Shul	I	Clark 2D	D	18.	....	Ros	36x4	36x6	....	....	....	160
Hawkeye M	2145	Buda HU	4¼x5½	28.9	L	Brm	...	Zen	G	Sim	Eis	....	Full	Full	U	4	Hart	Det	Shul	I	Clark 2D	D	18.0	....	Ros	36x4	36x6	....	....	4500	149
Hug HA	....	Buda WTU	3¾x5⅛	22.5	L	....	F	Zen	G	....	Bos	....	Full	Full	U	3	Bld	Tut	Col	R	Wis	...	7	....	Ros	34x5	38x7	Bim	Fir	....	118
Hurlburt A	2500	Buda HU	4¼x5½	28.9	L	Own	F	Zen	G	Sim	Eis	....	B-Li	....	U	3	Spic	Per	....	W	Tim	...	6.5	....	Ros	36x4	36x5†	Way	....	4285	148
International 43	....	Own	3¾x5	22.5	L	Own	FS	Own	G	Own	RBo	Own	Own	Own	A	4	Own	....	Own	I	Own	D	9	53.1	Own	36x4	36x7	Own	....	4790	130
Jumbo 20	....	Buda CTU	3¾x5¼	22.5	L	Own	F	Zen	G	....	NE	NE	Full	Full LTU 5	U	3	Bld	SP	Col 7000	I	Clark ID	D	7.6	30.4	Jac	34x5*	40x8*	....	Fir	4510	152
Kearns N1	2200	Her O	4 x5	25.6	L	Own	FS	Zen	G	....	Bos	AL	Full	....	U	3	M-E	Shel	Shel D343	W	Shel W103	½	7.75	31	Ros	34x4	34x7	Way	Fir	3400	136
Kimball AB	3435	Wis TAU	4 x6	25.6	L	Flex	F	Zen	V	....	Spl	....	B-Li	B-Li 35	A	4	Pet	US	Tim 1520	W	Tim 6460	½	6.5	34.78	Ros	36x4†	36x8†	Smi	Fir	5250	Op
Maccar HT	....	Wis TAU	4 x6	25.6	L	Own	F	S-Z	V	Pier	Eis	Bos	B-Li	B-Li 35	U	4	Spic	Mer	Tim 1522	W	Tim 6560	F	8.5	45.4	Ros	36x4	36x4†	Day	....	5300	162
Mack AB2	3300	Own AB	4¼x5	28.9	L	Own	S	Zen	G	Own	Spl	....	Own	Own	U	4	Spic	Mer	Own	C	Own	D	6.99	33.84	Own	36x4	36x4†	....	....	5300	Op
Mack AB2	3750	Own AB	4¼x5	28.9	L	Own	S	Zen	G	Own	Spl	....	Own	Own	U	4	Spic	Mer	Own	R	Own	F	7.6	36.8	Own	36x4	36x4†	....	....	5400	Op
Menominee D	2875	Wis TAU	4 x6	25.6	L	Own	FS	Strm	G	Mon	Eis	Opt	Det	Cott AU	U	4	Spic	Tut	Shul	W	Wis	½	8.6	45.13	Ros	36x4	36x8	Stn	Fir	4870	144
Moreland EX	2850	Cont K-4	4⅛x5¼	27.3	L	Own	F	Strm	V	....	Spl	....	Own	Own 19C670B	A	4	Pet	US	Tim 1452	W	Tim 6461	½	7	33.88	Ros	36x4	36x8	Smi	....	4980	150
Moreland EC-Bus	3780	Cont K-4	4⅛x5¼	27.3	L	Own	F	Strm	V	....	Spl	Opt	B-Li	B.Li	U	4	Pet	US	Tim 1550	W	Tim 6410	½	6	29	Ros	34x5*	34x5†	Bud	....	4590	178
Nash 3018	2150	Own 4	3¾x5¼	22.5	L	....	F	Strm	G	Sim	Eis	AL	B.B.	DG	A	4	Own	Har	Own	I	Clark 2D	D	9.	39.6	Lav	34x4	34x7	AuW	....	3850	144
Nash Quad 4017	2750	Buda HU	4¼x5½	28.9	L	....	F	Strm	G	Sim	Eis	....	B.B.	Own	A	4	Own	Har	Own	I	Own	D	8.5	42.3	Lav	36x6‡	36x6‡	....	....	6250	124
Netco DK	3100	Cont K-4	4⅛x5¼	27.2	L	E-M	F	Zen	V	Phar	Eis	....	B-Li	B-Li 51	A	4	Spic	Per	Tim1542B	W	Tim 6560	F	7.75	41.46	Ros	36x4	36x7	Arc	Opt	5200	156
Northway B2	3300	Own	4 x6	25.6	H	GO	F	Strm	V	Pier	Wag	Bj	Full	Full GU 8	U	4	Spic	Per	Shel D-343	W	Shel W21	½	7.75	37.2	Ros	36x4	36x4†	Cla	Fir	6000	Op
Noble B31	2690	Buda CTU	3¾x5¼	22.5	L	Chic	F	Strm	V	Pier	Eis	Wis	Full	Full GU7	U	4	M-E	....	Shel D-343	W	Shel 103	½	8.66	41.5	Lav	36x4	36x7	Bim	Fir	4750	156
O. K. K.	2000	Buda ITU	4 x5½	25.6	L	Own	F	Zen	V	....	Eis	....	Full	Full TU3	U	3	Hart	Tut	Shul 510	W	Wis 800H	½	9.33	....	Ros	36x3½	36x5	Bim	Gdy	4310	149
Oneida B	2825	Hin 400	4 x5¼	25.6	L	Mod	F	Strm	V	Hin	Apo	....	Full	....	A	3	Pet	Math	....	W	....	½	8.25	33	Ros	36x3½	36x6	Pru	....	5100	144
Oshkosh A	3080	Wis	4 x5	25.6	H	Own	F	Strm	V	Dup	AuL	AuL	B-Li	B-Li 35	U	4	Pet	Tut	Own	B	Own	F	8	33	Ros	36x6*	36x6*	Roy	Fir	4250	130
Oshkosh AA	3180	Wis	4 x5	25.6	H	Own	F	Strm	V	Dup	AuL	AuL	B-Li	B-Li 35	U	4	Pet	Tut	Own	B	Own	F	8	33	Ros	36x6*	36x6*	Roy	Fir	....	165
Patriot 9L	....	Hin 400	4x5¼	25.6	L	Own	F	Strm	V	....	Eis	....	Covt	Full G7	A	4	Ther	Mar	Shul 510	W	Tim 6560	F	7.75	....	Ros	34x4	34x6	Bim	....	4400	146
Penn	2300	Buda WTU	3¾x5⅛	21	L	GO	FS	Zen	G	....	Bos	Bos	Full	....	U	3	Spic	Row	....	W	....	½	9.25	37	....	34x5	38x7	Smi	Gdy	3975	144
Perfection C	2575	Cont K4	4⅛x5¼	27.2	L	Own	FS	Zen	V	....	Rm	Rm	B.B.	Own AU	U	..	Spic	Own	Tim 1250	W	Tim 6460	¾	7.75	43.2	Lav	36x4	36x7	Bim	Gdy	5225	158
Pierce Arrow XA	3300	Own	4 x5½	25.6	T	Own	F	Strm	P	....	Dei	....	Own	Own	A	4	Spic	SP	....	W	Own	½	9.66	....	....	36x6*	40x8*	....	....	6280	150
Pittsburgher A	3000	Own	3⅝x5	21.2	T	GO	F	Zen	V	....	Bos	....	B-Li	B-Li 50	U	4	Spic	IC	Vul 3F	W	Vul 3R	...	8.75	46.8	Ros	36x4	36x7	Smi	....	5000	150
Rainier R28	3090	Cont K4	4⅛x5¼	27.2	L	EM	F	Zen	V	Pier	Eis	....	B-Li	B-Li 35	A	4	Spic	SP	Shel D-370	W	Shel W-103	½	8.66	46.33	Ros	34x4	34x7	Jon	....	4900	157
Rainier R28	3190	Cont K4	4⅛x5¼	27.2	L	EM	F	Zen	V	Pier	Eis	....	B-Li	B-Li 35	A	4	Spic	SP	Shel D-370	W	Shel W-103	½	8.66	46.33	Ros	34x4	34x7	Jon	....	5050	175
Republic 11X	....	Cont J4	3¾x5	22.5	L	Own	F	Strm	V	Phar	Bos	....	Full	Full	U	3	Spic	Math	Torb	I	Torb	D	8	32	Jac	34x4	34x6	Nor	Fir	3900	144
Rowe CDW2	3300	Wis EAU	4 x5	25.6	L	Fed	F	Zen	G	Sim	Bos	....	B-Li	B-Li 35	U	4	Spic	Shel	Shel D-343	R	Shel W-103	½	7.7	31	Ros	34x4	36x3½	Hoo	....	4500	140
Ruggles 40	....	Own	4 x5	25.6	L	Per	F	Zen	G	....	Bos	....	B-Li	B-Li 35	U	4	Spic	Det	Col 7000	R	Wis 65	½	7	37.45	Jac	34x5*	34x7	Nor	Fir	4250	148
Sandow JS	2350	Her O	4 x5	25.6	L	Chic	...	Zen	...	....	Eis	Bos	Full	Full TU3	...	..	Spic	Own	Shel D 343	...	Shel W 103	...	8.66	....	Ros	36x4	36x7	....	....	4000	144
Schacht G	3200	Wis UAU	4¼x6	28.9	L	Own	F	Zen	G	Dup	Bos	....	B.B.	Own	A	4	Spic	Shel	Own	W	Own	F	8.66	41	Own	36x4	36x7	StM	....	6200	156
Service 42	....	BudaEBU-I	4¼x5½	28.9	L	McC	F	Strm	V	....	Eis	....	B.B.	B-Li 51	A	4	M-E	Shel	Tim 1520	W	Tim 6460	½	7.75	41.5	Ros	36x4	36x7	Stn	....	5435	153
Sterling 2	3440	Own	4 x5¾	25.6	L	Own	F	Zen	V	Wau	Eis	....	B-Li	B-Li 35	U	4	Spic	Math	Tim 1544B	W	Tim 6560	F	7.7	41	Ros	36x4	36x6	Hoo	....	5590	142
Stewart 9	1970	Cont N	3¾x5	22.5	L	Bus	FS	Zen	V	....	Eis	....	Full	....	U	3	Hart	Det	....	I	....	D	7.6	22.8	Gem	34x3½†	34x6	Way	Fir	3680	140
Stoughton D	2490	....	....	....	L	Own	F	Zen	G	Sim	Eis	....	B-Li	B-Li 35	U	4	Ther	Own	Shel D-343	R	Shel W-103	½	8.66	46.3	Ros	36x4	36x7	Bim	Gdy	4600	140
Traffic 4000C	1695	Cont N-4	3¾x5	22.5	L	Own	FS	Cart	G	....	Bos	....	Covt	Covt MUNC	U	3	Ther	Det	Own	I	Russ 34-I	D	7	25.62	Own	34x3½	34x5	Opt	Fir	3175	132
Transport 36	....	Buda GTU	4 x5¼	25.6	L	Mod	F	Zen	G	Dup	Eis	Opt	Full	Full GU7	U	4	Bld	Det	Col 7000	I	Clark I-D	D	7.25	34.8	Jac	36x3½	36x6	Mot	....	4300	140
Traylor C	2850	Buda ITU	4 x5½	25.6	L	GO	F	Zen	G	Pier	Spl	....	Covt	Covt MUSC	U	3	M-E	Mer	Shel D-343	W	Shel W-103	½	7.75	28	Ros	36x4	36x7	Sch	....	5500	146
Triangle C	2285	Wau BUX	3¾x5¼	22.5	L	Per	FS	Strm	G	Wau	Eis	....	Full	Full LTU5	U	3	UP	Det	Eat CC3B	I	Clark 2D	D	9.1	36	Gem	36x4	36x7	Roy	Fir	4200	147
Twin City BW	2400	Buda ITU	4 x5½	25.6	L	Spli	F	Strm	V	Sim	Bos	....	Full	Full GU7	U	4	....	Math	Shul 550	I	Clark 2D	D	8	38.4	Ros	36x4	36x7‡	Bim	Fir	4800	150
Ultimate AJ	3250	Buda EBU	4¼x5½	28.9	L	Own	F	Strm	G	Pier	Eis	Bos	B-Li	B-Li 35	U	4	Spic	Shel	Shel D-370	W	Shel W-103	½	6.5	34.7	Ros	35x5*	38x7*	Jon	Fir	4500	140
Ultimate AJL	3300	Buda EBU	4¼x5½	28.9	L	Own	F	Strm	G	Pier	Eis	Bos	B-Li	B-Li 35	U	4	Spic	Shel	Shel D-370	W	Shel W-103	½	6.5	34.7	Ros	35x5*	38x7*	Jon	Fir	4590	156
Ultimate AJXL	3400	Buda EBU	4¼x5½	28.9	L	Own	F	Strm	G	Pier	Eis	Bos	B-Li	B-Li 35	U	4	Spic	Shel	Shel D-370	W	Shel W-103	½	6.5	34.7	Ros	36x6*	36x6‡	Day	Fir	....	175
United 35	....	Her O	4 x5	25.6	L	Per	F	Zen	G	....	Bos	....	B-Li	B-Li 30	U	3	Spic	Det	Shul 310	R	Wis	½	7	28.6	Lav	34x5	34x7	....	....	3810	150
U. S.-NW 23	2525	Buda WTU	3¾x5⅛	22.5	L	Lng	F	Strm	V	....	Bos	Opt	Full	Full LTU 5	U	3	Opt	Shel	Shul 350	W	Shel W-103	½	8.75	25.97	Lav	36x4	36x6	Sch	....	4300	144

For full name and address of manufacturer and information regarding complete line see page 52

TRADE NAME AND MODEL	Chassis Price	ENGINE DETAILS: Make and Model Number (4 cylinder unless otherwise noted.)	Bore and Stroke	N.A.C.C. Horsepower	Valve Arrange't	Radiator (Make)	Lubrication	Carburetor	Fuel Feed	Governor (Make)	Ignition System	Engine Starter	Clutch (Make)	GEARSET: Make and Model Number	Location	Speeds	Universal (Make)	Springs (Make)	FRONT AXLE and Model Number	REAR AXLE: Final Drive	Make and Model Number	Type	Total Gear Reduction in High	Total Gear Reduction in Low	Steering Gear (Make)	TIRES, WHEELS, RIMS: *Pneumatic †Dual ‡Solid — Front	Rear	Wheels (Make)	Rim Equipment	Chassis Weight (Stripped)	Wheelbase
2 Ton—Con'd																															
Wachusett K.	3200	Cont K4	4 1/16x5 1/4	27.2	...	GO	F	Zen	V	.....	Bos	Bos	B-Li	B-Li 35	U	4	Hart	.....	Tim 1520	W	Tim 6460	F	7.75	41.5	Ros	.....	.....	Smi	Fir	4800	154
White 20.	3250	Own GK	3 3/4 x5 1/4	22.5	L	.....	FS	Zen	G	.....	.....	.....	Own	Own 30	A	4	.....	.....	Own	R	Own	1/2	9.25	32.1	Own	36x4	36x7	.....	.....	4815	168
Wichita M.	2400	Wau BX	3 3/4 x5 1/4	22.5	L	EM	FS	Strm	G	Wau	Bos	NE	Own	B-Li 35	A	4	Ther	Det	Shel	W	Shel W-103	1/2	Opt	.....	Ros	36x3 1/2	36x6	Bim	Fir	4400	144
Wisconsin.	2700	Cont K-4	4 1/16x5 1/4	27.2	L	.....	FS	Strm	V	Phar	Bos	....	B-Li	B-Li 35	U	4	Spic	Det	Det	W	Tim	1/2	8.25	41.5	Ros	36x6	38x7	Bim	Gdy	4600	140
Witt-Will P.	2650	Cont C-4	4 1/16x5 1/4	27.2	H	Own	FS	Zen	G	Pier	Eis	.....	B-Li	B-Li 35	U	4	Spic	Del	Tim 1520	W	Tim 6460	1/2	7.1	.....	Ros	36x3 1/2	36x7	Arc	Fir	4600	168
2½ Ton																															
Acme 60.	....	Cont K-4	4 1/16x5 1/4	27.2	L	GO	FS	Zen	V	Dup	Eis	Del	B.B.	Cott RU	U	4	Bld	Det	Tim 1540B	W	Tim 6560	F	9.25	48.10	Ros	36x4	36x7	Bim	.....	4830	152
American-LaFrance 2R	3950	Own	4 1/4 x6	28.9	L	Bus	F	Strm	G	Own	Spl	Wes	Own	Own	A	4	Own	Mer	Own	...	Own	F	7.57	40.8	Own	36x4‡	36x7‡	Day	.....	.....	160 5/8
Armleder HWB	3150	Buda HTU	4 1/4 x5 1/2	28.9	L	Lng	F	Zen	G	Phar	Bos	Wes	B-Li	B-Li 50	U	4	Spic	Math	Tim 1548B	W	Tim 6560	F	9.25	49.5	Ros	36x4	36x4†	StM	.....	5000	Op
Armleder HWC	3150	Cont C-4	4 1/16x5 1/4	27.2	L	Lng	S	Zen	G	Phar	Bos	.....	B-Li	B-Li 50	U	4	Spic	Math	Tim 1548B	W	Tim 6560	F	9.25	49.5	Ros	36x4	36x4†	StM	.....	5000	Op
Atterbury 22C Std.	3375	Cont K-4	4 1/16x5 1/4	27.2	L	Own	F	Zen	V	Pier	Eis	.....	B-Li	B-Li 51	A	4	Spic	SP	Tim 1542B	W	Tim 6560	F	9.25	49.48	Gem	36x4	36x4†	Arc	Fir	5670	156
Atterbury 22C LWB.	3475	Cont K-4	4 1/16x5 1/4	27.2	L	Own	F	Zen	V	Pier	Eis	.....	B-Li	B-Li 51	A	4	Spic	SP	Tim 1542B	W	Tim 6560	F	9.25	49.48	Gem	36x4	36x4†	Arc	Fir	5870	180
Autocar H.	3450	Own	4 x5 1/2	25.6	L	Own	S	Strm	G	Phar	Bos	.....	Own	Own	A	4	Spic	Del	Own	R	Own	F	7.72	46.3	Ros	34x5	36x8	Hoo	.....	5500	114
Autocar K.	3550	Own	4 x5 1/2	25.6	L	Own	S	Strm	G	Phar	Bos	.....	Own	Own	A	4	Spic	Del	Own	R	Own	F	7.72	46.3	Ros	34x5	36x8	Hoo	.....	5600	138
Available JH2½	3160	Her O	4 x5	25.6	L	Chic	FS	Zen	V	Pier	Bos	.....	B-Li	B-Li 35	A	4	M-E	Tut	Tim	W	Tim 6560	F	8.5	40.3	Ros	36x4	36x8	Sch	.....	5200	152
Bessemer J2.	....	Hin HA 500	4 1/4 x5 1/2	28.9	L	Stn	FS	Zen	G	Pier	Bos	.....	B.B.	B-Li 50	A	4	Bld	Per	Shul 510	R	LM 7250	1/2	.....	.....	Ros	36x4	36x4†	Fir	Sch	4800	158
Betz D-3	2985	D-3	4 1/4 x5 1/2	28.9	L	Chic	F	Zen	G	Mon	Bos	.....	B-Li	B-Li 35	U	4	Pet	Mar	Tim 1540B	W	Tim 6560	F	.....	.....	Ros	36x4	36x8	Stn	.....	5250	160
Brinton D.	2975	Cont C-4	4 1/16x5 1/4	27.2	L	Chic	F	Strm	G	Pier	Bos	.....	B-Li	.....	U	3	Spic	Tut	.....	W	.....	F	.....	33.6	Ros	36x4	36x8	Smi	.....	4900	150
Brockway K.	....	Cont K-4	4 1/16x5 1/4	27.2	L	Bus	F	Strm	V	Phar	Eis	.....	B-Li	B-Li 35	A	4	Spic	Mer	Tim 1542	W	Tim 6560	F	7.75	41.5	Gem	36x4	36x8	Hoo	.....	5260	153
Chicago 25.	....	Her O	4 x5	25.6	L	Bre	F	Zen	G	Dup	Bos	.....	B-Li	B-Li 35	U	4	Pet	Math	Tim 1542	R	Huck 25	F	8.45	41.9	Gem	36x4	36x7‡	StM	Fir	5200	158
Columbia G.	2450	Hin 400	4 x5 1/2	25.6	L	Lng	F	Strm	V	Hin	Spl	Bos	Det	DG	A	4	Spic	Det	Shul	W	Vul	F	9.5	.....	Own	36x4	36x10	StM	.....	4400	148
Clydesdale 8.	....	Cont K-4	4 1/16x5 1/4	27.2	L	Own	F	Zen	V	Own	Bos	.....	B-Li	B-Li 35	A	4	Spic	Stan	Tim 1542B	W	Tim 6460	1/2	7.75	41.5	Ros	36x4	36x7	.....	.....	.....	156
Commerce 25B.	....	Cont K-4	4 1/16x5 1/4	27.2	L	Lng	F	Zen	V	.....	Eis	Bos	B-Li	B-Li	A	4	Spic	Am	.....	W	Tim	F	7.75	41.46	Ros	36x6	40x8	Mot	Fir	5200	156
Concord J.	....	Buda EBU	4 1/4 x5 1/2	28.9	L	Own	F	Zen	V	Pier	Eis	.....	B-Li	B-Li 50	U	4	Spic	.....	Tim 1544	W	Tim 6560	F	9.25	49.48	Ros	36x4‡	36x4†	Arc	Fir	5400	150
Corbitt B	3000	Cont K-4	4 1/16x5 1/4	27.2	L	MeC	FS	Strm	V	Sim	Eis	.....	B-Li	B-Li 50	U	4	Spic	Shel	Shel 3FA10	W	Shel W-21	1/2	10.33	55.15	Ros	36x4	36x8	Bim	Fir	5325	152
Day-Elder DN.	....	Cont K-4	4 1/16x5 1/4	27.2	L	Bus	F	Zen	V	Mon	Eis	.....	B-Li	B-Li 25	U	4	Spic	Shel	Col 7018	W	Tim 6560	F	8.5	45.18	Gem	36x4	36x7	Van	Fir	5100	144
Diamond T-U2.	....	Hin 1400	4 x5 1/4	25.6	L	GO	F	Strm	V	Own	Bos	.....	Covt	Covt RU4C	U	4	Spic	Math	Tim 1544B	W	Tim 6560	F	7.8	36.81	Gem	36x4	36x8	.....	.....	5250	160
Dixon C.	3250	Cont K-4	4 1/16x5 1/4	27.2	L	GO	F	Zen	G	Pier	Bos	.....	Full	Full	U	4	Hart	SP	.....	W	Tim	F	Opt	Opt	Ros	36x4	36x8	Smi	.....	5800	154
D-Olt C.	2850	Mid 402	4 1/16x5 1/4	27.2	H	Own	F	Zen	G	Dup	RBo	.....	B-Li	B-Li 35	A	3	Spic	SP	Tim 1540	W	Tim 6560	...	8.5	.....	Ros	36x5	36x4†	Day	Fir	5750	168
Duplex AC.	....	Hin 400	4 x5 1/4	25.6	L	Mod	...	.....	V	Opt	Eis	Opt	B-Li	B-Li	U	4	Pet	Pen	.....	W	Vul	F	8.50	45.4	Ros	34x5†	36x8	Mot	Fir	5500	160
Duplex AB.	....	Hin 400	4 x5 1/4	25.6	L	Mod	...	.....	V	.....	Wes	Wes	B-Li	B-Li	U	4	Pet	Pen	.....	W	Shel	1/2	6.50	34.7	Ros	35x5*	38x7	Mot	Fir	4900	173
Federal U-2.	....	Cont K-4	4 1/16x5 1/4	27.2	L	Own	F	Zen	V	Phar	Eis	Rm	B.B.	DG	A	4	Spic	.....	Own	W	Tim 6560	F	7.75	45.6	Gem	36x4	36x8	Smi	Fir	5300	157
Garford 70 H.	3250	Buda HTU	4 1/4 x5 1/2	28.9	L	Own	F	Strm	G	Sim	Spl	.....	Own	Own	A	4	Spic	Per	Tim 1542B	W	Tim 6560	F	7.75	.....	Ros	36x4	36x8	.....	.....	5300	144
Gary J.	3250	Buda HTU	4 1/4 x5 1/2	28.9	L	Chic	FS	Zen	V	McC	Eis	.....	Full	.....	U	4	Spic	Math	.....	W	.....	F	8.5	41	Ros	36x4	36x7	Pru	Gdy	5500	148
G.M.C. K-41A.	....	Own	4 x5 1/2	25.6	L	Own	F	Mar	G	Own	Sim	Opt	Own	Own	U	7	Own	.....	Tim 1542B	W	Tim 6560	F	7.25	49.1	Own	36x4	36x7	Day	.....	5595	146
G.M.C. K-41B.	....	Own	4 x5 1/2	25.6	L	Own	F	Mar	G	Own	Sim	Opt	Own	Own	U	7	Own	.....	Tim 1542B	W	Tim 6560	F	7.25	49.1	Own	36x4	36x7	Day	.....	5695	158
G. M. C. K-41C.	....	Own	4 x5 1/2	25.6	L	Own	F	Mar	G	Own	Sim	Opt	Own	Own	U	7	Own	.....	Tim 1542B	W	Tim 6560	F	7.25	49.1	Own	36x4	36x7	Day	.....	5770	191 1/2
Gotfredson 50.	3175	Buda EBU	4 1/4 x5 1/2	28.9	L	McC	F	Zen	V	.....	Bos	.....	B-Li	B-Li 51	A	4	Spic	Am	Tim 1520	...	Tim 6560	F	9.25	49.5	Gem	36x4	36x8‡	Day	.....	6325	152
Gramm-Pioneer 125.	....	Cont K4	4 1/16x5 1/4	27.2	L	Own	F	Strm	G	Sim	NE	NE	Full	Own	A	4	Own	Per	Col	W	Shel	1/2	7.7	36.7	Ros	36x4	36x7	Bim	.....	4910	...
Grass Premier 80.	3000	Wau CU	4 3/8 x5 3/4	30.6	L	.....	F	Strm	V	Wau	Opt	Bos	B-Li	B-Li 51	A	4	Spic	Det	Cont	W	Tim 6560	F	8.25	46	Ros	36x5†	36x10†	StM	Fir	5400	Op
Harvey WFB.	2950	Buda ETU	4 1/4 x5 1/2	28.9	L	Own	F	Strm	G	McC	Eis	.....	Full	B-Li 50	A	4	Spic	Bea	Shel D-370	W	Shel W-21	1/2	7.75	37.5	Ros	36x4	36x8	Smi	.....	6800	160
IndependentHW(Iowa)	2940	Cont K-4	4 1/16x5 1/4	27.2	L	Chic	FS	Zen	V	.....	Bos	.....	Full	.....	U	4	Bld	Tut	.....	W	Shel W21	1/2	8.75	.....	Lav	36x4	36x7	StM	Fir	4950	150
Indiana 26.	....	Own 38	4 1/8x5 1/2	27.2	L	McC	F	Zen	G	Pier	Eis	.....	B.B.	B-Li 51	A	4	Spic	Shel	Shel D-370	W	Shel W-21	1/2	7.75	41.3	Woh	36x4‡	36x8‡	Bim	.....	6150	159
Jumbo 25.	....	Buda HU	4 1/4 x5 1/2	28.9	L	Own	F	Zen	V	Sim	Eis	.....	Full	Full GU 7	U	4	Bld	SP	Shul 510	I	Clark 2-D	D	9	43.5	Jac	36x4‡	36x8‡	.....	Fir	5190	152
Kankakee H.	....	Cont K-4	4 1/16x5 1/4	27.2	...	.....	...	Zen	G	.....	Bos	Bos	Full	Full GU	U	4	UM	Tem	Shul 550	W	Wis 900C	...	8.66	.....	Ros	36x5	36x8	Bim	Fir	.....	.....
Kelly-Springfield K380.	....	Own	3 7/8 x5 1/4	24.1	L	Lng	F.	Zen	G	Pier	Eis	Opt	B.B.	B-Li 51	A	4	Pet	Per	Own	W	Own	1/2	9.25	49.5	Gem	36x4	36x4†	StM	.....	5300	150
Kelly-Springfield K-39.	....	Own	3 7/8 x5 1/4	24.1	L	Lng	F	Zen	G	Pier	Eis	Del	B.B.	B-Li 51	A	4	Pet	Per	Own	I	Clark 2H	D	9	48.15	Gem	36x4	36x4†	Cla	Fir	5900	150
Kenworth K-S.	....	Buda EBU	4 1/4 x5 1/2	28.9	L	Idl	F	Strm	V	.....	Bos	Bos	B.B.	Cott RU	U	4	Bid	Tut	Shel D-370	W	Shel W-21	1/2	8.75	45.22	Ros	36x4	36x8	Smi	.....	6300	160
Kimball AC.	3960	Wis UAU	4 1/4 x6	28.9	L	Flex	F	Zen	V	.....	Spl	.....	B-Li	B-Li 50	A	4	Pet	US	Tim 1542	W	Tim 6560	F	7.75	41.46	Ros	36x5	36x10	Smi	Fir	6000	Op
King Zeitler.	2875	Cont K4	4 1/16x5 1/4	27.2	L	Chic	F	Strm	G	Phar	Eis	Bos	B-Li	B-Li 35	A	4	Pick	Mar	Tim 1542	W	Tim 6560	F	9.25	49.48	Gem	36x5	36x8	Bim	Fir	5400	156
Kissel Freighter.	2875	Own 50000	4 1/4 x5 1/2	28.9	L	McC	S	Strm	V	Pier	Eis	.....	W-Gr	.....	A	4	Spic	.....	.....	W	.....	F	8.5	42.5	Jac	36x4	36x8	Pru	.....	5100	168
Kleiber.	3850	Cont L4	4 1/2 x5 1/2	32.4	L	R-T	F	Strm	V	.....	RBo	.....	B-Li	B-Li 51	A	4	Spic	Bet	Tim 1544	W	Tim 6560	F	7.75	41.5	Ros	36x5‡	36x10‡	Smi	.....	6500	163
Krebs L75.	....	Cont	4 1/2 x5 1/2	32.4	L	Own	...	Zen	V	Own	Bos	Bos	B-Li	B-Li 55	A	4	Spic	Math	Tim 1544B	W	Tim 6560	F	8.5	46	Ros	36x4	36x8	Smi	Fir	5250	163
Lange E.	3450	Cont K-4	4 1/16x5 1/4	27.2	L	Own	F	Strm	V	.....	Apo	.....	B-Li	B-Li 51	A	4	Pet	SP	Tim 1544B	W	Tim 6560	F	9.25	49.5	Ros	36x4	36x7	Hoo	Opt	5600	Op
Larrabee K-5.	3550	Cont L-4	4 1/2 x5 1/2	32.4	L	R-T	F	Zen	G	Phar	Bos	.....	B-Li	B-Li 51	A	4	Spic	Shel	Shel D-370	W	Shel W-22	1/2	7.6	47	Ros	36x4	36x8	Smi	.....	5700	156
Luedinghaus	....	Wau RU4R	4 1/4 x5 3/4	28.9	...	Own	F	Zen	...	.....	Spl	.....	B.B.	.....	...	...	.....	.....	.....	W	Tim	F	.....	.....	Lav	36x4‡	36x8‡	.....	.....	4900	145*
Mack AB.	3400	Own AB	4 1/4 x5	28.9	L	Own	S	Zen	G	Own	Spl	.....	Own	Own	U	4	Spic	Mer	Own	C	Own	D	8.98	43.5	Own	36x4	36x4†	.....	.....	5400	Op
Mack AB.	3850	Own AB	4 1/4 x5	28.9	L	Own	S	Zen	G	Own	Spl	.....	Own	Own	U	4	Spic	Mer	Own	R	Own	F	9.25	44.9	Own	36x4	36x4†	.....	.....	5600	Op
Master 41.	....	Buda ETU	4 1/4 x5 1/2	28.9	L	Chic	F	Zen	V	Pier	Eis	.....	Full	Full	U	4	Spic	Det	Tim	W	Tim 6560	F	Opt	Opt	Ros	34x4	36x8	Pru	.....	5700	154
National HD.	....	Wau CU	4 3/8 x5 3/4	30.6	L	Bus	F	Zen	G	Wau	Eis	.....	HS	B-Li 51	A	4	Spic	Math	Tim 1544B	W	Tim 6560	F	7.75	41.4	Ros	36x5	36x10	Smi	.....	5100	152
Nelson & LeMoon.	....	Cont K-4	4 1/16x5 1/4	27.2	L	Chic	F	Strm	G	Phar	Bos	Bos	B-Li	B-Li 50	U	3	Own	GC	Tim 1542	B	Tim 6566	F	7.7	.....	Ros	36x4	36x7	StM	Gdy	4100	Op
Netco HL.	3500	Cont L-4	4 1/2 x5 1/2	32.4	L	E-M	F	Zen	V	Phar	Eis	.....	B-Li	B-Li 55	A	4	Spic	Math	Tim 1542 B	W	Tim 6560	F	7.75	41.46	Gem	36x4	36x8	Arc	Opt	5750	168
Noble D-51.	3150	Buda ETU	4 1/4 x5 1/2	27.2	L	Chic	F	Strm	V	Pier	Eis	Wes	Full	Full G-7	A	4	M-E	.....	Shel D370	W	Shel W21	1/2	8.75	42	Lav	36x4	36x8	Bim	Fir	5700	162
Ogden E2.	....	Cont K-4	4 1/16x5 1/4	27.2	L	Chic	FS	Zen	G	Phar	Spl	.....	B-Li	B-Li 51	...	3	Pick	Tut	Tim	W	Tim	1/2	7.75	26	Ros	36x4	36x8	Stn	.....	5600	160
O. K. A.	3250	Buda ETU	4 1/4 x5 1/2	28.9	L	R-T	F	Zen	V	Pier	Eis	.....	Full	Full GU7	U	4	Hart	Tut	Shul 550	W	Tim 6560	F	9.25	.....	Ros	36x4	36x8	Bim	Gdy	5350	150
Old Reliable B.	3500	Wis UAU	4 1/4 x6	28.9	L	Chic	F	Strm	V	Phar	Bos	.....	Full	Full G	A	4	Pet	Shel	Shel D-370	W	Shel W-21	1/2	8.75	42	Ros	34x4	36x4†	Sch	.....	6000	Op
Olympic J.	3200	Buda EBU	4 1/4 x5 1/2	28.9	L	Lng	F	Zen	V	.....	Eis	Opt	B-Li	B-Li 50	U	4	Spic	Lig	Tim 1542B	W	Tim 6560	F	7.75	37.5	Ros	36x4	36x7	StM	Opt	4985	158
2½ Ton—Con'd																															
Oneida C.	3200	Hin 400	4 x5 1/4	25.6	L	Mod	F	Strm	V	Han	Apo	.....	Full	.....	A	4	Pet	Math	.....	W	.....	1/2	8.6	41.6	Ros	36x4	36x7	Pru	.....	5700	160
Oshkosh H2	3875	Her GU-3	4 x5 1/4	25.6	L	Own	F	Strm	V	Dup	NE	NE	B-Li	B-Li 50	U	4	Pet	Tut	Own	B	Own	...	x	43	Ros	40x8*	40x8*	Roy	Fir	5400	146

2½ Ton—Con'd																																					
Oneida C.	3200	Hin 400	4	x5¼	25.6	L	Mod	F	Strm	V	Han	Apo	.....	Full	.....	A	4	Pet	Math	.....	W	.....	½	8.6	41.6	Ros	36x4	36x7	Pru	.....	5700	160
Oshkosh BO	3875	Her CU-3	4	x5½	25.6	L	Own	F	Strm	V	Dup	NE	NE	B-Li	B-Li 50	U	4	Pet	Tut	Own	B	Own	F	8	43	Ros	40x8*	40x8*	Roy	Fir	5400	146
Oshkosh BBO	3975	Her CU-3	4x	5½	25.6	L	Own	F	Strm	V	Dup	NE	NE	B-Li	B-Li 50	U	4	Pet	Tut	Own	B	Own	F	8	43	Ros	40x8*	40x8*	Roy	Fir	5800	165
Parker G-24	3450	Wis UAU	4¼	x6	28.9	L	Own	F	Strm	V	Pier	Eis	Wes	B-Li	Full G-7	A	4	Bld	Tut	Shul 510	W	Own	F	7.75	37.2	Ros	36x4	36x8	Bim		5600	150
Power F.	....	Hin HA 400	4	x5¼	25.6	L	Mod	F	Strm	V	Hin	Eis	Wes	B-Li	B-Li 51	U	4	Pet	Row	Vul F3	W	Vul F4	F	7.75	37.2	Ros	36x6*	36x8‡	StM	Fir	5300	150
Rainier R-20	3550	Cont K-4	4	⅛x5¼	27.2	L	E-M	F	Zen	V	Pier	Eis	.....	B-Li	B-Li 50	A	4	Spi	SP	Tim 1544B	W	Tim 6560	F	8.5	45.47	Ros	36x4	36x8	Jon	.....	5500	165
Rainier R-20	3650	Cont K-4	4	⅛x5¼	27.2	L	E-M	F	Zen	V	Pier	Eis	.....	B-Li	B-Li 50	A	4	Spi	SP	Tim 1544B	W	Tim 6560	F	8.5	45.47	Ros	36x4	36x8	Jon	.....	5650	177
Rowe CDW	3575	Wis NU	4¼	x5	28.9	L	Bus	F	Zen	G	Han	Bos	.....	B-Li	B-Li 51	U	4	Spic	Shel	Shel D-370	W	Shel W-21	½	8.75	31	Ros	34x4	36x8	Hoo	.....	4800	142
Ruggles 40-H.	....	Own	4	x5	25.6	L	Per	F	Zen	G	.....	Bos	.....	B-Li	B-Li 35	U	4	Spic	Det	Col 8500	R	Wis 88E	½	7.85	42	Jac	36x4	36x8	Nor	Fir	4850	148
Sandow	2950	Buda ETU	4¼	x5½	28.9	L	Chic	FS	Strm	G	Mon	Bos	.....	B-Li	B-Li 35	U	4	Spic	.....	Tim 1540-B	W	Tim 6560	...	9.25	37	Ros	.....	.....	.....	.....	4600	165
Sanford W-25-A	....	Cont C-4	4	⅛x5¼	27.2	L	McC		Strm	G	Pier	Eis	.....	B.B.	B-Li 35	A	4	Spic	Shel	Shel D-370	W	Shel 21	½	8.7	34.8	Ros	36x4	36x4†	Hoo	Fir	4290	156
Sanford W25 B	....	Cont C-4	4	⅛x5¼	27.2	L	McC	F	Strm	G	Pier	Eis	.....	B.B.	B-Li 35	A	4	Spic	Shel	Shel D-370	R	Shel-21	½	8.7	34.8	Ros	36x4	36x4†	Hoo	Fir	5330	174
Schacht G.	3400	Wis VAU	4¼	x6	28.9	L	Own	F	Zen	G	Dup	Bos	.....	B.B.	Own	A	4	Spic	Shel	Own	W	Own	F	8.66	41.00	Own	36x4	36x8	StM	.....	6400	156
Selden Unit 50.	3250	Cont K-4	4	⅛x5¼	27.2	L	Lng	F	Strm	G	Phar	Eis	.....	B-Li	B-Li 51	A	4	Spic	Det	Tim 1544B	W	Tim 6560	F	8.5	45.4	Gem	36x4	36x7	Stn	.....	5980	149
Signal J.	....	Cont K-4	4	⅛x5¼	27.2	L	Lng	FS	Strm	G	Sim	Eis	.....	B-Li	.....	A	4	Spic	Det	.....	W	.....	F	9.25	37	Ros	34x4	36x8	StM	.....	5250	150
Signal JL.	....	Cont K-4	4	⅛x5¼	27.2	L	Lng	FS	Strm	G	Sim	Eis	.....	B-Li	.....	A	4	Spic	Det	Tim 1542B	W	.....	F	9.25	37	Ros	34x4	36x8	StM	.....	5300	180
Standard 2¼-3½ K.	....	Cont K-4	4	⅛x5¼	27.2	L	Lng	F	Strm	G	Sim	Eis	.....	B-Li	B-Li 35	A	4	Spic	Am	Tim 1542B	W	Tim 6560	F	8.5	45.4	Gem	36x4	36x8	Day	.....	5400	147
Standard 2½-3½ KS.	....	Cont K-4	4	⅛x5¼	27	2 L	Lng	F	Strm	G	Sim	Eis	.....	B-Li	B-Li-55	A	4	Spic	Am	Tim 1542B	W	Tim 6560	F	9.25	49.5	Gem	36x4	36x8	Day	.....	5488	147
Sterling.	3700	Own	4	⅜x5¾	30.6	L	Own	F	Zen	V	Wau	Eis	.....	B-Li	B-Li 50	U	4	Spic	Math	Tim 1544B	W	Tim 6560	F	7.7	41	Ros	36x4	36x4†	Hoo	.....	5620	156
Stewart 7X.	2690	Buda HTU	4¼	x5½	29	L	Bus	F	Zen	V	Pier	Eis	.....	Ful	.....	U	4	Spic	Am	.....	I	.....	D	9.	43.2	Ros	34x4†	34x8	Cla	Fir	4820	156
Super Truck 50	3300	Wis.	4	x6	25.6	L	Chic	F	Zen	G	Sim	Bos	.....	Full	Full G	U	4	Spic	Shel	Shel D-370	W	Shel W-21	½	8.75	42	Lav	36x4	36x8	Pru	.....	5200	156
Triangle B	2785	Wau FU	4	x5¾	25.6	L	Whe	F	Strm	G	Wau	Eis	.....	Full	Full GU-7	U	4	Bld	Det	Eat CC3B	I	Clark 2D	D	9.1	43	Gem	36x4	36x7	Roy	Fir	4900	150
Ultimate B.	3750	Buda ETU	4¼	x5½	28.9	L	Own	F	Strm	G	Pier	Eis	Bos	B-Li	B-Li 50	U	4	Spic	Shel	Shel D-370	W	Shel W-21	½	7.75	30.2	Ros	36x4	36x8	Jon	Fir	5340	154
Union FW & FLW	....	Wis TAU	4	x6	25.6	L	GO	F	Sheb	G	Dup	Eis	LN	Full	Full GU-7	U	4	UP	Math	Shel D-370	R	Walk 25A	F	.....	37.7	Jac	36x5	36x10	Pru	Gdy	5900	155
Union FWC (bus)	....	Wis TAU	4	x6	25.6	L	GO	F	Sheb	G	Dup	Apo	LN	Full	Full GU-7	U	4	UP	Math	Shul 650-B	R	Walk 25A	F	.....	37.7	Jac	38x7	42x9	Smi	Gdy	....	200
United 50	....	Her O	4	x5	25.6	L	Per	F	Zen	G	.....	Bos	....	B-Li	B-Li	U	4	Spic	Det	Shul 510	R	Wis	½	7.	37.4	Lav	34x4	34x8	.....	.....	4120	156
Wachusett L.	3800	Cont L-4	4	½x5½	32.4	...	GO	F	Zen	V	.....	Bos	Bos	B-Li	B-Li 55	...	4	Hart	Sav	Tim 1542	W	Tim 6560	F	7.75	41.5	Ros	36x5	36x10	Smi	Fir	5200	170
Walker Johnson B.	3600	Hin	4¼	x5½	28.9	L	Bus	F	Zen	V	Hin	Eis	.....	Full	Full G	A	4	Spic	SP	Tim 1542	W	Tim 6560	F	8.5	40.8	Ros	36x5†	36x10†	Arc	.....	5300	154
Ward La France 2B	3290	.....	4	¾x5¾	30.6	L	Own	F	Strm	G	.....	Bos	.....	B-Li	B-Li 50	A	4	Spic	Row	Tim 1542B	W	Tim 6560	F	7.25	38.78	Ros	36x4	36x8‡	Hoo	.....	5900	170
Wilcox CC	3000	Own	4	¼x5	28.9	L	.....	S	Strm	G	Dup	Bos	.....	Own	.....	A	4	Own	Shel	.....	R	.....	½	8.6	42.35	Own	36x4	36x3½†	.....	.....	5000	135
Wisconsin	3100	Cont L-4	4	½x5½	32.4	L	Chic	FS	Strm	V	Phar	Eis	Bos	B-Li	B-Li 51	A	4	Pet	Det	.....	W	Tim 6560	F	9.25	.....	Ros	36x5	36x10	Bim	.....	5600	132
Wisconsin, (Sup. Tract.)	3600	Cont L-4	4	½x5½	32.4	L	Chic	FS	Strm	V	Phar	Bos	Bos	B-Li	B-Li 50	U	4	Pet	Det	.....	W	Wis	½	8.25	.....	Ros	32x6*	32x6*	Bim	.....	5800	136
Witt-Will S.	2950	Cont K-4	4	⅛x5¼	27.2	L	Own	FS	Zen	. .	Pier	Eis	....	B-Li	B-Li 50	U	3	Spic	Shel	Tim 1542	W	Tim 6560	F	8.25	.....	Ros	36x4	36x8	Arc	Fir	5000	144
3 Ton																																					
Acason K-3	3350	Wau Y	4	x5¼	30.6		.....	...	Zen	V	Wau	Bos	.....	...	Cott AU	U	4	Bld	Det	Tim 1542-B	W	Tim 6560	F	5.2	43.	Ros	36x4	36x10	Smi	.....	....	180
Ace 60	....	Buda HU	4¼	x5½	28.9	H	Own	F	Zen	V	Pier	Eis	Wes	B-Li	B-Li 51	A	4	UM	Math	Tim 1542	W	Tim 6560	F	8.5	45.5	Ros	36x4	36x8	Day	Fir	5650	Op
Acme K (Bus)	....	Cont 6B	3¾	x5	33.7	L	GO	FS	Zen	V	Dup	Eis	Del	B.B.	Cott RU	U	4	Bld	Det	Tim 1540B	W	Tim 6511S	F	6.8	35.36	Ros	36x6	36x6†	Bud	.....	6900	200
Acme 60-L	....	Cont L-4	4½	x5½	32.4	L	GO	FS	Zen	V	Dup	Eis	Del	B.B.	Cott RU	U	4	Bld	Det	Tim 1540B	W	Tim 6560	F	8.5	42.2	Ros	36x4	36x7	Bim	.....	5050	156
Autocar H	3450	Own	4	x5½	25.6	L	Own	S	Strm	G	Phar	Bos	....	Own	Own	A	4	Spic	Del	Own	R	Own	F	7.72	46.3	Ros	34x5	36x8	Hoo	.....	5500	114
Autocar K	3550	Own	4	x5½	25.6	L	Own	S	Strm	G	Phar	Bos	....	Own	Own	A	4	Spic	Del	Own	R	Own	F	7.72	46.3	Ros	34x5	36x8	Hoo	.....	5600	138
Bethlehem HN	3295	Own	4	x5¼	25.6	L	GO	F	Zen	V	Pier	Bos	GD	Full	Full GU-7	U	4	UP	Math	Shel D-343	R	Wis 88E	½	8.67	41.56	Lav	36x4	36x8	.....	.....	5250	145
Buffalo Model 6 & 12	....	Her O	4	x5	25.6	L	Own	F	Strm	V	Pier	Bos	Bos	Covt	Covt	...	10	Spic	Shel	Shel D-370	W	Shel W-21	½	8.75	.....	Ros	34x5‡	36x5†	Jon	Gdy	6200	155
Clinton 65	3550	Buda ETU	4¼	x5½	28.9	L	Own	F	Zen	V	Han	.....	.....	B-Li	B-Li 55	A	4	M-E	Per	Tim 1542 B	W	Tim 6560	F	7.75	41.5	Ros	34x5‡	34x5†	StM	.....	5925	180
Columbia K	2950	Hin 500	4¼	x5½	28.9	L	Lng	F	Strm	V	Hin	Spl	Bos	Det	DG	A	4	Spic	Det	Shul	W	Vul	F	9.5	.....	Own	36x5	36x12	StM	.....	5130	150
Concord JL	....	Buda EBU	4¼	x5½	28.9	L	Own	F	Zen	V	Pier	Eis	Eis	B-Li	B-Li 50	U	4	Spic	.....	Tim 1544	W	Tim 6560	F	9.25	49.48	Ros	36x4‡	36x4†	Arc	Fir	5500	170
Corbitt R	3250	Cont L-4	4	½x5½	32.4	L	McC	FS	Strm	V	Sim	Eis	....	B-Li	B-Li 50	U	4	Spic	Shel	Shel 3FA10	W	Shel W21	½	10.33	55.15	Ros	36x4	36x8	Smi	.....	6160	158
Corbitt H	....	Buda HTU	4¼	x5½	28.9	L	Bus	F	Zen	V	Mon	Eis	.....	B-Li	B-Li 51	U	4	Hart	Shel	Tim 1544	W	Tim 6560	F	8.5	45.48	Gem	36x4	36x8	Van	Fir	5900	150
Day-Elder CN	....	Cont K-4	4	⅛x5¼	27.2	L	Chic	F	Zen	V	Mon	Bos	Bos	Full	Full GU-7	U	4	Spic	Det	Col 8500	R	Wis 88E	½	8.66	41.56	Lav	36x4	36x8	StM	.....	5140	157
Defiance H-2	....	Cont K-4	4	⅛x5¼	27.2	L	Chic	F	Zen	V	Mon	Bos	Bos	Full	Full GU-7	U	4	Spic	Det	Col 8500	R	Wis 88E	½	8.66	41.56	Lav	36x4	36x8	StM	.....	5340	175
Defiance HL-2	....	Cont K-4	4	⅛x5¼	27.2	L	Chic	F	Zen	V	Mon	Bos	Bos	Full	Full	U	4	Spic	Det	Col 8500	R	Wis 120 FG	½	9.5	45.6	Lav	36x5	36x10	Smi	.....	5200	135
Defiance H3	....	Cont K4	4	⅛x5¼	27.2	L	Chic	F	Zen	V	Mon	Bos	Bos	Full	Full	U	4	Spic	Det	Col 8500	R	Wis 120 FG	½	9.5	45.6	Lav	36x5	36x10	Smi	.....	7250	180
DeMartini	....	Buda ETU	4¼	x5½	28.9	L	Own	..	Zen	V	.....	Bos	.....	B-Li	B-Li 50	U	4	Spic	Shel	.....	W	.....	..	8.75	46	Ros	36x5	36x10	Smi	.....	7250	180
Fageol	3900	Wau CU	4	⅜x5¾	30.6	L	.....	F	Zen	V	Wau	Spl	.....	B-Li	.....	...	7	Spic	Math	.....	W	.....	F	5.6	59.5	Ros	36x4	36x7	.....	.....	4600	150
Forschler E.	....	Cont C-4	4	⅛x5¼	27.2	L	Own	FS	Zen	V	Dup	Bos	.....	Full	.....	...	4	Hart	Own	.....	W	.....	...	.....	.....	Ros	36x4	36x8	Smi	.....	5200	144
F. W. D., B	4200	Wis A	4	¾x5½	36.1	T	McC	F	Strm	G	Pier	Eis	.....	HS	Cott DAE	A	3	Bld	Tut	Own	B	Own	F	8.9	35.6	Ros	36x6	36x6	Sch	.....	6300	124
Gramm-Pioneer 30	....	Hin HA 500	4¼	x5½	28.9	L	Own	F	Strm	G	Hin	Eis	NE	Own	Own	A	4	Own	Per	Own	W	Shel W-21	½	8.75	46.81	Ros	36x4	36x4†	Smi	Fir	6640	150
Guilder H.	3450	Buda ETU	4¼	x5½	28.9	L	GO	F	Zen	G	Pier	Eis	Bos	B-Li	B-Li 51	U	4	M-E	Mer	Shul 5550	W	Vul 4R	F	7.75	42	Ros	36x4	36x8	Van	.....	5600	152
Hurlburt B.	3150	Buda HU	4¼	x5½	28.9	L	Own	FS	Zen	G	Sim	Eis	.....	B-Li	.....	A	4	Spic	Per	.....	W	Tim	F	8.75	41.91	Ros	36x5	36x5†	.....	.....	5600	170
International 63	....	Own	4¼	x5	28.9	L	Own	FS	Own	G	Own	RBc	Own	Own	Own	U	4	Own	.....	Own	I	Own	D	9	53.10	Own	36x5	36x8	Own	.....	5660	140
Jumbo 30	....	Buda ETU	4¼	x5½	28.9	L	Own	F	Zen	V	Sim	Eis	.....	Full	Full GU 8	U	4	Bld	SP	Shul 550	I	Clark 3-D	D	9	43.5	Jac	36x5‡	36x10‡	.....	Fir	5350	152
Maccar H1	....	Wis UAU	4¼	x6	28.9	L	Own	F	S-Z	V	Pier	Eis	Bos	B-Li	B-Li 51	U	4	Spic	Mer	Tim 1542B	W	Tim 6560	F	8.5	45.4	Ros	36x4‡	36x5†	Day	.....	6300	162
Moreland AX	3500	Cont L-4	4	½x5½	32.5	L	Own	F	Strm	V	.....	Spl	.....	Own	Own 22 C 670	A	5	Pet	US	Tim 1542B	W	Tim 6560	F	6.8	40.93	Ros	36x5	36x10	Smi	.....	6535	174
Moreland AC-Bus	4700	Cont L4	4	½x5½	32.5	L	Own	F	Strm	V	.....	Spl	Opt	B-Li	B-Li	U	4	Pet	US	Tim 1550	W	Tim 6511	F	6	29	Ros	36x6*	36x6†	Bud	.....	5660	187
Netco HL X	3700	Cont L4	4	½x5½	32.4	L	E-M	F	Zen	V	Phar	Eis	.....	B-Li	B-Li 55	A	4	Spic	Math	Tim 1542B	W	Tim 6560	F	8.5	45.6	Gem	36x5	36x10	Smi	Opt	5825	170
Patriot 8W	....	Hin 200	4	½x5½	32.4	L	Own	F	Strm	V	.....	Eis	.....	Covt	Covt RAK 4	A	4	Ther	Mar	Shul 5550	W	Wis Spec	½	10	.....	Ros	36x5	36x8	Bim	.....	5400	156
Perfection D.	2875	Cont K4	4	⅛x5¼	27.2	L	Own	FS	Zen	V	Phar	Eis	Rm	B.B.	Own RU	U	4	Spic	Own	Tim 1630B	W	Tim 6560	F	8.5	54.1	Lav	36x4‡	36x8‡	Bim	Opt	5900	158
Pierce Arrow XB	3500	Own	4	x5½	25.6	T	Own	F	Strm	P	.....	Del	.....	Own	Own	A	4	Spic	SP	.....	W	Own	½	9.66	.....	.....	38x7*	42x9*	.....	.....	6280	150
Pittsburgher C.	3600	Mid 402	4	⅛x5¼	27.2	T	GO	F	Zen	V	.....	Bos	.....	B-Li	B-Li 50	U	4	Spic	IC	Vul 4F	W	Vul 4R	...	9.5	50.82	Ros	36x5	36x8	Smi	.....	6400	162
Red Ball	2300	Wau CU	4	⅜x5¾	30.6	L	Own	F	Sheb	V	Wau	Bos	Bos	M-E	.....	A	4	UP	Bea	Cont 2103B	W	Wis 900 GA	½	6.50	32.96	Ros	36x6	36x6†	Van	.....	7400	174
Republic 19	....	Cont K4	4	⅛x5¼	27.2	L	Own	F	Strm	V	Phar	Bos	.....	Full	Full	U	4	Spic	Math	Torb	I	Torb	D	8	38.4	Jac	36x4‡	36x8	Nor	Fir	4500	154
Republic 19W	....	Wau	4	x5¾	25.6	L	Own	F	Strm	G	Wau	Bos	.....	Full	Full	U	4	Spic	Math	Torb	I	Torb	D	8	38.4	Jac	36x4‡	36x8	Nor	Fir	4600	154
Rowe GSW3	4150	Wis TAU	4x	6	25.6	L	Bus	F	Zen	G	Han	Bos	.....	B-Li	B-Li 51	U	4	Spic	Shel	Shel D-370	W	Shel W-21	½	8.75	31	Ros	36x5	36x10	Hoo	.....	5900	162
Schacht	3800	Wis UAU	4¼	x6	28.9	L	Own	F	Zen	G	Dup	Bos	.....	B.B.	Own	A	4	Spic	Shel	Own	W	Own	F	9.66	46	Own	36x5	36x5†	StM	.....	6700	156
Schacht	....	Buda EBU-1	4¼	x5½	28.9	L	McC	F	Strm	V	.....	Eis	.....	B.B.	B-Li 51	A	4	M-E	Shel	Tim 1542 B	W	Tim 6560	F	7.75	41.5	Ros	36x4	36x8	Stn	.....	5785	163
Service 61	....	.....	.....	.....	.....	H	Own	F	Zen	G	Sim	Eis	.....	B-Li	B-Li 50	U	4	Ther	Own	Shel D-370	W	Shel W-21	½	8.75	46.8	Ros	36x5	36x5†	Bim	Gdy	5900	156
Stoughton F.	3150	.....	.....	.....	.....		Own	F	Zen	G	Sim	Eis	.....	B-Li	B-Li 50	U	4	Ther	Own	Own	I	Russ 6000I	D	8.8	32.2	Own	36x4	36x7	Opt	Fir	3900	135
Traffic 6000	2145	Cont N-4	3¾	x5	22.5	L	Own	FS	Cart	G	.....	Bos	.....	Covt	Covt MUN	U	3	Ther	Det	Own	W	Shel W-21	½	7.75	30.2	Ros	36x4	36x8	Jon	Fir	5850	150
Traylor D.	3300	Buda HTU	4¼	x5½	28.9	L	GO	F	Zen	G	Pier	Spl	.....	M-E	Own D-4-U	U	4	M-E	Mer	Shel D-343	W	Shel W-21	½	7.75	37	Ros	36x4	36x8	Sch	.....	5590	178
Ultimate BL.	3850	Buda ETU	4¼	x5½	28.9	L	Own	F	Strm	G	Pier	Eis	Bos	B-Li	B-Li 50	U	4	Spic	Shel	.....	W	.....	½	7.75	30.2	Ros	36x4	36x8	Jon	Fir	5590	178
United 60	....	Her O	4	x5	25.6	L	Per	F	Zen	G	.....	Bos	.....	B-Li	B-Li	U	4	Spic	Det	Shul 510	R	Wis	½	8.66	46.3	Lav	34x4	34x8	.....	.....	4420	156
U. S., R.	3375	Hin 400	4	x5¼	25.6	L	Lng	F	Strm	V	Hin	Eis	Opt	B-Li	B-Li 35	A	4	Opt	Shel	Shel D-343	W	Shel W-21	½	8.7	41.5	Lav	36x4	36x4†	Sch	.....	5500	156
Wichita RX	3200	Wau CU	4	⅜x5¾	30.6	L	EM	F	Strm	G	Wau	Bos	NE	Own	B-Li 55	A	4	Ther	Det	Shel	W	Shel 21	½	Opt	.....	Ros	36x4	36x8	.....	.....	6000	160
Witt-Will SL	3225	Cont K4	4	⅛x5¼	27.2	L	Own	F	Zen	V	Pier	Eis	.....	B-Li	B-Li 50	U	4	Spic	Shel	Tim 1542	W	Tim 6560	F	9.25	40	Ros	36x4	36x10	Arc	Fir	5500	Op

For full name and address of manufacturer and information regarding complete line see page 52

TRADE NAME AND MODEL	Chassis Price	ENGINE DETAILS: Make and Model Number (4 cylinder unless otherwise noted.)	Bore and Stroke	N.A.C.C. Horsepower	Valve Arrange't	Radiator (Make)	Lubrication	Carburetor	Fuel Feed	Governor (Make)	Ignition System	Engine Starter	Clutch (Make)	GEARSET: Make and Model Number	Location	Speeds	Universal (Make)	Springs (Make)	FRONT AXLE and Model Number	REAR AXLE: Final Drive	Make and Model Number	Type	Total Gear Reduction in High	Total Gear Reduction in Low	Steering Gear (Make)	TIRES, WHEELS, RIMS: *Pneumatic †Dual ‡Solid — Front	Rear	Wheels (Make)	Rim Equipment	Chassis Weight (Stripped)	Wheelbase
3½ Ton																															
Acme 90	....	Cont L-4	4½x5½	32.4	L	GO	FS	Zen	V	Dup	Eis	Del	B.B.	Cott S	A	4	Bld	Det	Tim 1630B	W	Tim 6660	F	10.33	53.72	Ros	36x5	40x5†	Bim	.....	6983	168
American-LaFrance 3R	4950	Own	4¼x6	28.9	L	Bus	F	Strm	G	Own	Spl	Wes	Own	Own	A	4	Own	Mer	Own	W	Own	F	7.8	42.5	Own	36x5	36x10†	Day	.....	...	165
Armleder KWB	4200	Buda YTU	4½x6	32.4	L	Own	F	Zen	G	Phar	Bos	Wes	B-Li	B-Li 50	U	4	Spic	Math	Tim 1638B	W	Tim 6666	F	10.33	55.37	Ros	36x5	36x5†	StM	.....	6900	Op
Armleder KWC	4200	Cont E-4	4½x5½	32.4	L	Own	S	Zen	G	Phar	Bos	.....	B-Li	B-Li 50	U	4	Spic	Math	Tim 1638B	W	Tim 6666	F	10.33	55.37	Ros	36x5	36x5†	StM	.....	6900	Op
Atterbury 22DX Short	4375	Cont L-4	4½x5½	32.4	L	Own	F	Zen	V	Pier	Eis	.....	B-Li	B-Li 55	A	4	Spic	SP	Tim 1630B	W	Tim 6666	F	10.33	55.26	Gem	36x5	40x6†	Arc	.....	7500	150
Atterbury 22D Std	4275	Cont L-4	4½x5½	32.4	L	Own	F	Zen	V	Pier	Eis	.....	B-Li	B-Li 55	A	4	Spic	SP	Tim 1630B	W	Tim 6666	F	10.33	55.26	Gem	36x5	40x6†	Arc	.....	7500	174
Atterbury 22D LWB	4375	Cont L-4	4½x5½	32.4	L	Own	F	Zen	V	Pier	Eis	.....	B-Li	B-Li 55	A	4	Spic	SP	Tim 1630B	W	Tim 6666	F	10.33	55.26	Gem	36x5	40x6†	Arc	.....	7800	198
Available JH3½	4175	Her MU-3	4½x5½	32.4	L	Chic	FS	Strm	V	Pier	Bos	.....	B-Li	B-Li 50	A	4	M-E	Tut	Tim	W	Tim 6666	F	10.33	49.99	Ros	36x5	40x5†	Sch	.....	6500	176
Brockway R-5	....	Cont L-4	4½x5½	32.4	L	Bus	F	Strm	V	Phar	Eis	.....	B-Li	B-Li 55	A	4	Spic	Mer	Tim 1630B	W	Tim 6666	F	8.75	46.8	Gem	36x5	36x5†	Smi	.....	6800	164
Chicago 35	....	Her MU-3	4½x5½	32.4	L	Bre	FS	Zen	G	Sim	Bos	.....	B-Li	B-Li 55	A	4	Pet	Math	Tim 1630	R	Huck 35	F	9.33	50	Gem	36x5	36x10	Opt	.....	7200	170
Clydesdale 6	....	Cont L-4	4½x5½	32.4	L	Own	F	Zen	V	Own	Bos	.....	B-Li	B-Li 50	A	4	Spic	Stan	Tim 1542B	W	Tim 6560	F	9.25	49.5	Ros	36x5	36x5†	.....	.....	.....	163
Diamond T-K	4070	Cont L-4	4½x5½	32.4	L	GO	FS	Zen	G	Pier	Bos	.....	Full	Full HU	U	4	Hart	SP	Tim 1630B	W	Tim 6666	F	8.8	44.36	Gem	36x5	36x5†	.....	.....	7250	170
Dixon A	....	Hin 1500	4¼x5½	28.9	L	MeC	F	Strm	G	Own	Bos	Wes	Own	W-Gr T53	A	4	Spic	Row	Tim 1630	W	Tim 6660	F	Opt	Opt	Ros	36x5	36x10	Smi	.....	7100	160
Dorris K7	4400	Own	4¼x6	32.4	L	Lng	FS	Sheb	V	Dup	Eis	.....	B-Li	B-Li	U	4	Pet	Pen	.....	I	Own	...	8	64	Woh	36x8*	36x8	Mot	Fir	6750	Opt
Duplex E (f. w. d.)	....	Buda ETU	4¼x5½	28.9	L	Lng	FS	Sheb	V	Dup	Eis	.....	B-Li	B-Li	A	4	Spic	Math	Tim 1630-B	W	Tim 6666	F	10.33	50	Ros	36x5	40x10	Pru	.....	6000	130
Gary K	3950	Buda YTU	4½x6	32.4	L	Chic	F	Zen	V	McC	Eis	.....	B-Li	B-Li	A	4	Spic	Math	Tim 1630B	W	Tim 6666	F	8.75	75.2	Ros	36x5	40x5†	Day	.....	8100	162
G. M. C. K-71A	....	Own	4½x6	32.4	L	Own	F	Mar	G	Own	Sim	Opt	Own	Own	A	7	Own	.....	Tim 1630B	W	Tim 6666	F	8.75	75.2	Own	36x5	40x5†	Day	.....	8070	163
G. M. C. K-71B	....	Own	4½x6	32.4	L	Own	F	Mar	G	Own	Sim	Opt	Own	Own	A	7	Own	.....	Tim 1630B	W	Tim 6666	F	8.75	75.2	Own	36x5	40x5†	Day	.....	8250	187
Gramm-Bernstein 75P	....	Hin HA 200	4½x5½	32.4	L	Own	F	Strm	G	Own	Eis	Opt	Own	Own	A	..	Own	Per	Own	W	Shel 4FA20	½	7.75	36.7	Ros	36x6*	42x9*	.....	Fir	6985	150
Grass Premier 90	3700	Wau DU	4½x6¼	32.4	L	Chic	F	Strm	V	Wau	Opt	Bos	B-Li	B-Li 55	A	..	Spic	Det	Cont	W	Tim 6666	F	8.75	44	Ros	36x5‡	40x5†	StM	Fir	6200	Op
Harvey WHB	3950	Buda YTU	4½x6	32.4	L	Own	F	Strm	G	MeC	Eis	.....	Full	B-Li 60	A	4	Spic	Bea	Shel 3FA20	W	Shel W-32	½	8.75	46.8	Ros	36x6	36x12	Smi	.....	7600	160
Hawkeye N	....	Buda YTU	4½x6	32.4	...	...	F	Zen	..	Sim	Eis	.....	Full	Cott	A	4	.....	.....	.....	W	Clark	D	.....	.....	.....	36x5†	36x10†	.....	.....	.....	180
Indiana 40	....	Own 40	4½x6¼	32.4	L	MeC	F	Strm	G	Pier	Eis	.....	B.B.	B-Li 55	A	4	Spic	Shel	Shel FA20	W	Shel W-32	½	10.2	54.84	Woh	36x5	36x10	Smi	.....	7050	160
Jumbo 35	....	Buda YBU	4½x6	32.4	L	Own	F	Zen	G	Sim	Eis	.....	Full	Full GU-8	U	4	Spic	SP	Stn 507	I	Clark 3 D	D	9	43.5	Jac	36x5‡	36x10‡	.....	Fir	7510	165
Kearns T	4000	Wis VAU	4½x6	32.4	L	Bus	FS	Zen	G	Dup	RBo	Opt	Full	Full H-I	A	4	Pet	Shel	Shel 3FA 20	W	Shel W-32	½	10.75	64.5	Ros	36x5	36x10	Van	.....	6800	...
Kleiber	4850	Cont L4	4½x2½	32.4	L	R-T	F	Strm	V	.....	RBo	.....	B-Li	B-Li 60	A	4	Spic	Bet	Tim 1632 B	W	Tim 6666	F	8.75	46.8	Ros	36x5‡	36x12‡	Smi	.....	7600	170
Kelly-Springfield K-41	....	Own	4½x6½	32.4	T	Lng	F	Zen	G	Pier	Eis	Opt	B.B.	B-Li 60	A	4	Pet	Per	Own	I	Clark 3-H	D	10	50.7	Gem	36x5	36x10	Cla	.....	7640	156
Kenworth L	....	Buda YBU	4½x6	32.4	L	Idl	F	Strm	V	.....	Bos	Bos	B.B.	Cott S	A	4	Bld	Tut	Shel W-32	W	Shel W-32	½	10.25	53.3	Ros	36x5	40x12	Smi	.....	8800	170
King Zeitler	3625	Cont L-4	4½x5½	32.4	L	Chic	F	Strm	G	Phar	Eis	Bos	B-Li	B-Li 50	A	4	Pick	Mar	Tim 1632	W	Tim 6666	F	10.33	55.26	Lav	36x6	40x10	Bim	Fir	7200	156
Krebs L110	....	Cont	4½x5½	32.4	L	Own	...	Zen	V	Own	Bos	.....	B-Li	B-Li 55	A	4	Spic	Math	Tim 1632B	W	Tim 6666	F	10.3	55	Ros	36x5	40x10	Smi	Fir	6860	170
Krebs B120	....	Cont	4¾x6	36.1	L	Own	...	Zen	V	Own	Bos	.....	B-Li	B-Li 60	A	4	Spic	Math	Tim 1632B	W	Tim 6666	F	10.3	55	Ros	36x6	40x12	Smi	Fir	7460	180
Lange F	4450	Cont L-4	4½x5½	32.4	L	Own	F	Strm	V	Dup	Apo	.....	B-Li	B-Li 55	A	4	Pet	SP	Tim 1630B	W	Tim 6666	F	9.5	50.8	Ros	36x5	36x10†	Hoo	Opt	7400	Op
Larrabee L-4	4100	Cont L-4	4½x5½	32.4	L	R-T	S	Zen	G	Phar	Bos	.....	B-Li	B-Li 55	A	4	Spic	Mer	Shel 4FA20	W	Shel W-31	½	10.25	55	Ros	36x5	36x10	Smi	.....	7600	186
Luedinghaus	....	Wau DU	4½x6¼	32.4	L	Own	F	Zen	..	.....	Spl	.....	B-Li	B-Li 55	A	4	Spic	.....	.....	W	Tim	F	10.33	.....	Ros	36x6‡	36x6†	.....	.....	7760	160*
Mack AC	4950	Own AC	5 x6	40	L	Own	S	Zen	G	Own	Spl	.....	Own	Own	J	4	Spic	Mer	Own	C	Own	D	7.54	48.37	Own	36x5	40x5†	.....	.....	9200	Op
Master 51	....	Buda YTU	4½x6	32.4	L	Chic	F	Zen	V	Pier	Eis	.....	Full	Full	A	4	Spic	Det	Tim 1630	W	Tim 6666	F	Opt	Opt	Ros	36x5	40x10	Smi	.....	8100	158
Menominee G	3800	Wis VAU	4½x6	32.4	L	Own	FS	Strm	G	Mon	Eis	Opt	Det	Cott R	A	4	Spic	Tut	Cont	W	Tim	F	10.3	53.71	Ros	36x5	36x10	Smi	Fir	6750	160
National NB	....	Wau DU	4½x6¼	32.4	L	Bus	F	Zen	G	Wau	Eis	.....	HS	B-Li 55	A	4	Spic	Math	Tim 1630B	W	Tim 6666	F	8.75	46.8	Ros	36x6	36x6†	Smi	.....	7650	164
Noble E-71	3850	Buda YTU	4½x6	32.4	L	Chic	F	Strm	V	Pier	Eis	Wes	Full	W Gr T 53	A	4	M-E	.....	Shel 4FA20	W	Shel W30	½	8.75	44	Lav	36x5	36x10	Bim	Fir	7200	182
Nelson & LeMoon G 4	....	Cont L-4	4½x5½	32.4	L	Chic	F	Strm	G	Phar	Bos	Bos	B-Li	B-Li 50	U	4	Own	GC	Tim 1630	W	Tim 6666	F	8.7	42	Ros	36x5	36x5†	StM	Gdy	6000	Op
Northway B-3	4200	Own	4 x6	25.6	H	GO	F	Strm	V	Pier	Wag	Bj	Full	Full GU-8	U	4	Spic	Per	Shel 4FA20	W	Shel W30	½	10	49.2	Ros	36x5	40x5†	Cla	Fir	7700	Op
Ogden F	....	Cont L-4	4½x5½	32.4	L	Chic	F	Zen	V	Phar	Spl	.....	B-Li	B-Li 55	A	4	M-E	Tut	Tim	W	Tim 6666	F	10.33	55.26	Ros	36x5	40x10	Stn	.....	7300	178
O. K. Y	3975	Buda YTU	4½x6	32.4	L	R-T	F	Zen	V	Pier	Eis	.....	Full	Full H	A	4	Hart	Tem	Shul 610	W	Tim	F	.....	.....	Ros	36x5	36x10	Bim	Gdy	6550	164
Old Reliable C	4250	Wis VAU	4½x6	32.4	L	Chic	F	Strm	V	Phar	Bos	.....	Full	Full H	A	4	Pet	Shel	Shel 4FA20	W	Shel W-32	½	8.75	55.1	Ros	36x5	36x12	Sch	.....	8000	Op
Oneida D	4050	Hin 200	4½x5½	32.4	L	Mod	F	Strm	V	Hin	Apo	.....	Full	.....	A	4	Pet	Math	.....	W	.....	F	10.33	49.6	Ros	36x5	36x10	Smi	.....	7700	170
Parker J-24	4300	Wis VAU	4½x6	32.4	L	Own	F	Strm	V	Pier	Eis	Wes	B-Li	Full H	A	4	Bld	.....	Shul 610	W	Own	F	8.75	43.6	Ros	36x5	40x5†	Smi	.....	6550	160
Perfection E	2975	Cont K-4	4½x5¼	27.2	L	Own	FS	Zen	V	Phar	Eis	Rm	B.B.	Own RU	A	4	Spic	Own	Tim 1630B	W	Tim 6560	F	9.5	63	Lav	38x7	42x9	Bim	Fir	5700	138
Pittsburgher D	3800	Own	4½x5¼	27.2	T	GO	F	Zen	V	.....	Bos	.....	B-Li	B-Li 50	U	4	Spic	.....	Vul 4F	W	Vul 4R	...	9.5	50.82	Ros	36x5	36x10	Smi	.....	6600	162
Power C	....	Hin HA-200	4½x5½	32.4	L	Mod	F	Strm	G	Hin	Eis	Wes	B-Li	B-Li 55	A	4	Pet	Row	Cont	W	Wis 900 E	½	10	48	Ros	36x5	36x10‡	StM	.....	7400	160
Rainier R-25	4400	Cont L-4	4½x5½	32.4	L	EM	F	Zen	V	Pier	Eis	.....	B-Li	B-Li 60	A	4	Spic	SP	Tim 1632B	W	Tim 6666	F	10.33	55.26	Ros	36x5	36x5†	Jon	.....	8000	170
Sandow M	3895	Buda YTU	4½x6	32.4	L	Chic	FS	Strm	G	Mon	Bos	.....	B-Li	B-Li 50	A	4	Spic	.....	Tim 1630	W	Tim 6660	...	10.25	41.25	Ros	.....	.....	.....	.....	6800	172
Sanford W35B	....	Cont E-4	4½x5½	32.4	L	MeC	F	Strm	G	Pier	Eis	.....	B.B.	B-Li 50	A	4	Spic	Shel	Shel 4FA10	W	Shel 31	½	8.7	34.8	Ros	36x5	36x5†	Hoo	Fir	6750	174
Sanford W-35D	....	Cont E-4	4½x5½	32.4	L	MeC	F	Strm	G	Pier	Eis	.....	B.B.	B-Li 55	A	4	Spic	Shel	Shel 4FA10	W	Shel 31	½	8.7	34.8	Ros	36x5	36x5†	Hoo	Fir	6710	156
Selden Unit 70	4175	Cont L4	4½x5½	32.4	L	Lng	F	Strm	G	Phar	Eis	.....	B-Li	B-Li 55	A	4	Spic	Per	Tim 1650 B	W	Tim 6666	F	8.75	46.81	Gem	36x5	36x10	Stn	.....	7200	165
Selden Unit 52	4850	Cont L-4	4½x5½	32.4	L	Lng	F	Zen	V	Phar	Eis	NE	B-Li	B-Li	A	4	Spic	SS	Tim 1550	W	Tim 6511	F	7.75	31	Gem	36x5	36x10	Arc	Opt	7200	195
Selden Unit 53	3550	Cont L-4	4½x5½	32.4	L	Lng	F	Strm	G	Phar	Eis	.....	B-Li	B-Li 51	A	4	Spic	Det	Tim 1544 B	W	Tim 6560	F	8.5	45.4	Gem	36x4	36x7	Stn	Opt	6220	154
Service 72	....	Buda EBU-1	4¼x5½	28.9	L	MeC	F	Strm	V	.....	Eis	.....	B.B.	B-Li 60	A	4	Spic	Shel	Tim 1630	W	Tim 6666	F	8.75	42.35	Ros	36x5	36x10	Stn	.....	7610	173
Signal M	....	Cont L-4	4½x5½	32.4	L	Lng	FS	Strm	G	Sim	Eis	.....	B-Li	.....	A	4	Spic	Det	.....	W	.....	F	12	58.08	Ros	36x5	40x10	StM	.....	7350	168
Signal ML	....	Cont L-4	4½x5½	32.4	L	Lng	FS	Strm	G	Sim	Fis	.....	B-Li	.....	A	4	Spic	Det	.....	W	.....	F	12	58.08	Ros	36x5	40x10	StM	.....	7700	204
Standard 3½-5-K	....	Cont L-4	4½x5½	32.4	L	Lng	F	Strm	V	Sim	Eis	.....	B-Li	B-Li 55	A	4	Spic	Am	Tim 1630B	W	Tim 6666	F	10.3	55.1	Gem	36x5	36x12	Day	.....	7485	160
Standard 3½-5-KS	....	Cont L-4	4½x5½	32.4	L	Lng	F	Strm	V	Sim	Eis	.....	B-Li	B-Li 60 Mx.Spd.	A	7	Spic	Am	Tim 1630B	W	Tim 6666	F	6.8	83.1	Gem	36x5	36x12	Day	.....	7519	160
Sterling	4750	Own	4½x6¼	32.4	L	Own	F	Zen	V	Wau	Eis	.....	H-S	Own	A	3	Spic	Math	Tim 1632B	W	Tim 6666	F	8.75	39	Ros	36x5	40x5†	Hoo	Fir	7925	162
Stewart 10-X	3540	Buda YTU	4½x6	32	L	Bus	F	Zen	V	Pier	Eis	.....	Full	.....	U	3	Spic	Det	.....	I	.....	D	10	48.01	Ros	36x5†	36x5†	Cla	Fir	6600	165
Super Truck 70	4100	Wis	4¼x6	28.9	L	Chic	F	Zen	G	Sim	Bos	.....	Full	Full G	A	4	Spic	Shel	Shel 4FA20	W	Shel W-31	½	10.25	49.2	Ros	36x5	40x5†	Smi	.....	7500	164
Transport 61	....	Buda ETU	4¼x5½	28.9	L	Mod	F	Zen	G	Dup	Eis	Opt	Full	Full GU 7	U	4	Bld	Det	Col 8500	I	Clark 2F	D	8.15	39.12	Jac	36x4	36x8	Mot	.....	5600	150
Twin City AW	3500	Own	4¼x6	28.9	H	Spli	F	Strm	V	Own	Bos	.....	B.B.	Full G5	A	4	Spic	Math	Tim 1630B	W	Tim 6652	...	10.33	49.58	Ros	36x5	40x5	Smi	.....	6800	168
United 80	....	Her MU 3	4½x5½	32.4	L	Per	F	Zen	G	Sim	Bos	.....	B-Li	B-Li 55	A	4	Spic	Det	Cont 2203 B	R	Wis 120 B	½	8.66	46.3	Lav	36x5	36x10	Van	.....	7750	157
Ward La France 4A	4290	.....	4½x6¼	32.4	L	Own	F	Strm	G	.....	Bos	.....	B-Li	B-Li 60	A	4	Spic	Row	Tim 1630B	W	Tim 6666	F	7.8	41.73	Ros	36x5	36x5†	Smi	.....	7162	162
White 40	4200	Own GR	4¼x5¼	28.9	L	.....	S	Zen	V	Own	.....	.....	Own	Own	A	4	Own	Det	Tim 1630B	R	Own	F	11.7	48.26	Own	36x5	40x5†	.....	.....	7300	174
Wilcox E	3950	Buda YTU	4½x6	32.4	L	Strm	G	Dup	Bos	.....	Own	.....	Own	Own	A	4	Own	Shel	.....	R	Own	F	10	45.1	Own	36x5	36x5†	.....	.....	6600	147
Wisconsin (Six-Wheel)	4600	Cont B-5	4¾x6	32.4	L	Chic	F	Strm	V	Phar	Eis	Bos	B-Li	B-Li 55	U	4	Pet	Det	.....	W	Wis	½	8.25	45	Ros	34x7	34x7	Bim	Gdy	7000	158

4 Ton																															
Acason K-4	4250	Wau	4½x5½	30.6	...	.....	.....	.....	Zen	V	Wau	Bos	.....	.....	Cott R	A	4	Bld	Det	Tim	W	Tim 6666	F	5.2	54.	Ros	36x5	36x12	Smi	.....	.....	180*
Acason K-4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Tim 1630B	W	Tim 6660	F	8.75	45.5	Ros	36x5	40x5†	Bim	.....	8160	177

4 Ton

Acason K-4	4250	Wau	4¾x5¾	30.6				Zen	V	Wau	Bos			Cott R	A	4	Bld	Det	Tim	W	Tim 6666	F	5.2	54.	Ros	36x5	36x12	Smi			8160	180*
Acme 90L		Cont B-5	4¾x6	36.1	L	GO	FS	Rayf	V	Dup	Eis	Del	B.B.	Cott S	A	4	Bld	Det	Tim 1630B	W	Tim 6660	F	8.75	45.5	Ros	36x5	40x5†	Bim			7400	156
Autocar L	4800	Own	4¼x5½	28.9	L	Own	S	Strm	G	Phar	Bos			Own	A*	4	Spic	Del	Own	R	Own	F	9.89	72.1	Ros	34x6	36x12	Hoo			7200	120
Autocar M	4650	Own	4¼x5½	28.9	L	Own	S	Strm	G	Phar	Bos			Own	A	4	Spic	Del	Own	R	Own	F	9.89	72.1	Ros	34x6	36x12	Hoo			7200	120
Bessemer K2		Cont E-7	4½x5½	32	4	L	Spli	FS	Strm	G	Pier	Eis		B.B.	B-Li	60	A	4	M-E	Per	Tim 1632 B	W	Tim 6666	F	8.75	46.8	Ros	36x6‡	36x6†	StM			7410	190
Clinton 90	4260	Buda YTU	4½x6	32	4	L	Own	F	Zen	V	Han			B-Li	B-Li	55	A	4	M-E	Per	Tim 1632 B	W	Tim 6666	F	13.00	69.55	Ros	36x5	36x10	Smi			7370	178
Corbitt A	3800	Cont L-4	4½x5½	32.4	L	McC	FS	Strm	V	Sim	Eis			B-Li	B-Li	50	U	4	Spic	Shel	Shel 4FA20	W	Tim 6666	½	13.00	69.55	Ros	36x5	36x10	Smi			7370	178
Day-Elder FN		Cont L-4	4½x5½	32.4	L	Bus	F	Zen	V	Mon	Eis			B-Li	B-Li	51	U	4	Hart	Shel	Tim 1544	W	Tim 6666	F	8.75	46.81	Gem	36x5	36x5†	Van	Fir		6700	165
DeMartini		Buda YBU	4½x6	32x4	L	Own		Zen	V		Bos			B-Li	B-Li	50	U	4	Spic	Shel		W			8.75	46	Ros	36x6	36x12	Smi			8500	190
Fageol	5000	Wau DU	4½x6¼	32.4	L			Zen	V	Wau	Spl			B-Li				7	Spic	Math		W		F	7.4	79	Ros	36x5	36x5				7300	172
Federal WL		Cont L-4	4½x5½	32.4	L	Own	F	Zen	V	Phar	Eis	Rm	B.B.	Own	A	4	Spic	Math	Tim 1630B	W	Tim 6666	F	10.33	61	Gem	36x5	40x5†	Smi	Fir		7000	157
Garford 80	4200	Buda YTU	4½x6	32.4	L	Own	F	Strm	G	Sim	Spl			Own			A	4	Spic	Per	Tim 1632B	W	Tim 6666	F	10.33	59.5	Ros	36x5	36x5†	Smi			7850	162
Gotfredson 80	4175	Buda YBU	4½x6	32.4	L	McC	F	Zen	V		Bos			B-L	B-Li	55	A	4	Spic	Am	Tim 1632B	W	Tim 6666	F	10.33	55.3	Gem	34x5	36x12	Day			8400	160
Gramm-Pioneer 40		Hin HA200	4½x5½	32.4	L	Own	F	Strm	G	Hin	Eis	NE		Own	Own		A	4	Own	Per	Shel	W	Shel W31	½	10.25	50.6	Ros	36x5	36x5†	Smi			7980	156
Hurlburt C	4150	Buda YTU	4½x6	32.4	L	Own	FS	Zen	G	Sim	Eis			B-Li	Full	H	A	4	Spic	Per	Tim 1730	W	Tim 6666	F	8.8	49.9	Ros	36x5	36x6†	Wau			7300	170
Kimball AM	4835	Wis VAU	4½x6	32.4	L	Flex	F	Zen	V		Spl			B-Li	B-Li	50	A	4	Pet	US	Tim 1630-B	W	Tim 6666	F	8.75	46.81	Ros	36x6	40x7†		Fir		8100	Op
Kimball AE	4960	Wis RAU	4¾x6	36.1	L	Flex	F	Zen	V		Spl			B-Li	B-Li	50	A	4	Pet	US	Tim 1630-B	W	Tim 6666	F	8.75	46.81	Ros	36x6	40x7†	Smi	Fir		8150	Op
Kissel Heavy Duty	3675	Own 14000	4¼x5½	28.9	L	McC	S	Strm	V	Pier	Eis			W-Gr			A	4	Spic	Shel		W		½	11.7	58.6	Ros	36x5	36x12	Sm			7200	168
Maccar M2		Wis VAU	4½x6	32.4	L	Own	F	S-Z	V	Pier	Eis	Bos		B-Li	B-Li	55	U	4	Spic	Mer	Tim 1632B	W	Tim 6666	F	8.75	46.8	Ros	36x5‡	36x6†	Day			7300	174
Netco		Hin 200	4½x5½	32.4				Zen						B-Li	B-Li	55		7			Shul	I	Wis	½			Gem	36x5‡	36x10‡	Opt				170
Oshkosh	5400	Wau	5 x6¼	40				Zen		Wau	Spl			Full			U	4	Bld		Own		Own	F	7.9	47.4	Lav	36x8‡	36x10‡				8350	146
Perfection E-4½	4500	Cont B5	4¾x6	36.1	L	Mod	FS	Zen	V	Mon	Eis			B.B.	Full	H	A	4	Spic	Stan	Cont 1803	R	Huck 50		9.25		Lav	36x5	40x14	Own			8250	
Pierce Arrow WC	4600	Own	4½x6¾	32.4	T	Own	F	Strm	P		Del			Own	Own		A	4	Spic	SP		W	Own	½	8.			36x5	36x6				8420	162
Republic 20		Cont L-4	4½x5½	32.4	L	Own	F	Strm	V	Phar	Bos			Full	Full		U	4	Spic	Math	Torb	I	Torb	D	10.	49.25	Jac	36x5‡	36x16‡	Smi	Fir		6700	165
Rowe HW	4500	Wis UAU	4¼x6	28.9	L	Bus	F	Zen	G	Han	Bos			B-Li	B-Li	55	U	4	Spic	Shel	Shel 4FA20	W	Shel W-32	½	10.25	35	Ros	36x5	36x12	Hoo			6370	158½
Schacht	4400	Wis VAU	4½x6	32.4	L	Own	F	Zen	G	Dup	Bos			B.B.	Own		A	4	Spic	Nat	Own	W	Own	F	11.66	55.4	Own	36x5	40x6†	StM			7800	168
Service 81		Buda YBU-I	4½x6	32.4	L	Lng	F	Strm	V		Eis			B.B.	B-Li	60	A	4	M-E	Shel	Tim 1632 B	W	Tim 6666	F	7.5	41.66	Ros	36x5	36x10	Stn			7900	173
Union H		Wis VAU	4½x6	32.4	L	GO	F	Sheb	G	Dup	Eis	LN		Full	Full	H	U	4	UP	Math	Shul 650	I	Torb E-1	D	10.25	49.2	Jac	36x6	36x10	Smi	Gdy		7700	174
Union HW		Wis VAU	4½x6	32.4	L	GO	F	Sheb	G	Dup	Eis	LN		Full	Full	HUI	A	4	UP	Math	Shul 650	R	Walk 5A		10.5	63	Jac	36x6	40x12	Smi	Gdy		7750	174
U. S., S	4075	Hin 200	4½x5½	32.4	L	Lng	F	Strm	V	Hin	Eis	Opt		B-Li	B-Li	50	A	4	Opt	Shel	Shel 4FA20	W	Shel W-32	½	10.25	49.6	Lav	36x5	36x5†	Sch			7600	168
Wichita O	3500	Wau DU	4½x6¼	32.4	L	E-M	F	Strm	G	Wau	Bos	Own		Own	Own		A	4	Ther	Del	Shel	W	Shel W-30	½	Opt	Opt	Ros	36x5	36x5†	Smi			6500	165
Witt-Will A	4600	Cont B5	4¾x6	36.1	L	Own	FS	Zen			Eis			B-Li	B-Li	60	A	4	Spic	Shel	Tim 1730B	W	Tim 6760	F	10.25	53.30	Ros	36x6	40x6†	Day			9500	172

5 Ton

Acason M	4350	Wau EU	5 x6¼	40	L		FS	Zen	V	Wau	Bos			Det	Cott S		A	4	Bld	Det	Tim 1730-B	W	Tim 6760	F	10.25	53.3	Ros	36x6	40x6†	Smi	Opt		8970	187
Acme 125		Cont B-5	4¾x6	36.1	L	GO	FS	Rayf	V	Dup	Eis	Del		B.B.	Cott T		A	4	Bld	Det	Tim 1730B	W	Tim 6760	F	11.66	60.63	Ros	36x6	40x6†	Smi			8976	180
American-LaFrance 5R	5500	Own	4¾x6	36.1	L	B s	FS	Strm	G	Own	Spl	Wes		Own	Own		A	4	Own	Mer	Own	W	Own		10.	54.5	Own	36x6	40x6†	Day				165*	
Atterbury 8E	4975	Cont B-2	4¾x6	36.1	L	Own	F	Zen	V	Con	Eis			B-Li	B-Li	60	A	4	Spic	SP	Tim 1730B	W	Tim 6760	F	11.6	62.38	Gem	36x6	40x7†	Stn			9496	167
Atterbury 8E-LWB	5125	Cont B-2	4¾x6	36.1	L	Own	F	Zen	V	Con	Eis			B-Li	B-Li	60	A	4	Spic	SP	Tim 1730B	W	Tim 6760	F	11.6	62.38	Gem	36x6	40x7†	Stn			9816	192
Autocar L	4800	Own	4¼x5½	28.9	L	Own	S	Strm	G	Phar	Bos			Own	Own		A	4	Spic	Del	Own	R	Own	F	9.89	72.1	Ros	34x6	36x12	Hoo			7400	156
Autocar M	4650	Own	4¼x5½	28.9	L	Own	S	Strm	G	Phar	Bos			Own	Own		A	4	Spic	Del	Own	R	Own	F	9.89	72.1	Ros	34x6	36x12	Hoo			7200	120
Available H5	5375	Her T-3	5 x6	40	L	Chic	FS	Strm	V	Pier	Bos			B-Li	B-Li	60	A	4	M-E	Tut	Tim	W	Tim 6760	F	11.3	60.65	Ros	36x6	40x12	Smi			9500	190
Brockway T6		Cont B-7	5 x6	36.1	L	Bus	F	Strm	V	Phar	Eis			B-Li	B-Li	60	A	4	Spic	Mer	Tim 1730B	W	Tim 6760	F	10.25	54.8	Gem	36x6	40x14†	Smi			8800	174
Chicago 50		Her MU-3	4½x5½	32.4	L	Bre	F	Zen	G	Sim	Bos			B-Li	B-Li	55	A	4	Pet	Math	Tim 1730	R	Huck 50	F	10.33	63.1	Gem	36x6	40x6†	Opt			8500	163
Clinton 120L	4990	Buda BTU	5 x6½	40	L	Own	F	Zen	V	Han	RBo			B-Li	B-Li	60	A	4	M-E	Row	Tim 1732 B	W	Tim 6760	F	8.80	47.1	Ros	36x6‡	36x7†	StM			9400	204
Clydesdale 4		Cont B-5	4¾x6	36.1	L	Own	F	Zen	V	Own	Bos			B-Li	B-Li	60	A	4	Spic	Stan	Tim 1630B	W	Tim 6666	F	10.3	55.3	Ros	36x6	40x6†					177	
Corbitt AA	4500	Cont B-5	4¾x6	36.1	L	McC	F	Strm	V	Sim	Eis			B-Li	B-Li	60	A	4	Spic	Shel	Shel 4FA20	W	Shel W-51	½	13.00	62.92	Ros	36x6	40x6†	Smi			9410	178
Day-Elder EN		Cont B-5	4¾x6	36	L	Bus	F	Zen	V	Mon	Eis			B-Li	B-Li	60	A	4	Spic	Shel	Tim 1732B	W	Tim 6760	F	10.25	54.84	Gem	36x5	40x6†	Smi	Fir		8800	170
Denby 210	4750	Cont B-5	4¾x6	36.1	L	Lng	F	Zen	G	Sim	Eis			Full	Full	H	A	4	Spic	Det		I	Clark	D	12.5	62.7	Ros	36x6	40x6†	Cla	Fir		8590	170
Diamond T S		Hin-Class B	4¾x6	36.1	L	GO	F	Strm	V	Own	Bos			B-Li	B-Li	60	A	4	Spic	Math	Tim 1732B	W	Tim 6760	F	11.66	56.43	Gem	36x6	40x6†				8750	180
Dixon	4490	Cont L-4	4½x5½	32.4	L	GO	FS	Zen	G	Pier	Bos			Full	Full	HUI	U	4	Hart	SP	Tim 1632B	W	Tim 6666	F	Opt	Opt	Ros	36x5	36x12	Smi			7800	160
D-Olt B-5	4850	Mid 400	4½x6	32.4	H	Own	F	Zen	V	Sim	RBo			B-Li	B-Li	60	A	4	Spic	SP	Tim 1730	W	Tim 6560		11.23	69	Ros	36x6	40x12	Smi			8600	168
Fageol	5700	Wau DU	4½x6¼	32.4	L		F	Zen	V	Wau	Spl			B-Li				7	Spic	Math		W		F	8.4	89	Ros	36x6	40x6†	Stn			8300	172
Federal X-2		Cont B-5	4¾x6	36.1	L	Own	F	Zen	V	Phar	Eis	Rm	B.B.	W-Gr			A	4	Spic	Math	Tim 1630B	W	Tim 6760	F	10.25	60	Gem	36x6	40x6†				8700	163
Garford 68 D	5000	Buda BTU	5 x6½	40	L	Own	F	Strm	G	Sim	Spl			Own	Own		A	4	Spic	Per	Tim 2-B	W	Tim 6760	F	8.8		Ros	36x6	40x6†	Smi			9350	162
Gary M	4650	Buda BTU	5 x6½	40	L	Chic	F	Zen	V	McC	Eis			B-Li	B-Li		A	4	Spic	Math	Tim 1720-B	W	Tim 6760	F	11.66	56.4	Ros	36x6	40x12	Day			9250	182
G.M.C K-101A		Own	4½x6	32.4	L	Own	F	Mar	G	Own	Sim	Opt		Own	Own		A	7	Own		Tim 1630B	W	Tim 6760	F	10	86	Own	36x5	40x6†	Day			8755	163
G.M.C. K-101B		Own	4½x6	32.4	L	Own	F	Mar	G	Own	Sim	Opt		Own	Own		A	7	Own		Tim 1630B	W	Tim 6760	F	10	86	Own	36x5	40x6†	Day			9120	187
Gotfredson 100	4775	Buda BTU	5x 6½	40	L	McC	F	Zen	V	Phar	Bos			B-Li	B-Li	60	A	4	Spic	Am	Tim 1732-B	W	Tim 6760	F	10.25	54.8	Gem	36x6	40x14	Day			9700	166
Gramm-Pioneer 50-60		Cont	4¾x6	36.1	L	Own	F	Strm	G	Con	Eis	NE		Own	Own		A	4	Own	Per	Shel	W	Shel W-51	½	10.5	62	Ros	36x6	40x6†	Smi			9700	168
International 103		Own	4¼x5	28.9	H	Own	FS	Own	G	Own	RBo	Own		Own	Own		A	4	Own	Shel	Own	I	Own	D	11	69.9	Own	36x5	40x14	Own			7580	160
Jumbo 50		Buda YTU	4½x6	32.4	L	Own	F	Zen	G	Sim	Eis			Full	Full	HUI	U	4	Spic	SP	Stn 507	I	Clark5 D	D	12.5	60	Jac	36x6‡	40x12‡		Fir		8070	165
Kearns TF	4700	Wis VAU	4½x6	32.4	L	Bus	F	Zen	G	Dup	RBo			Full	Full	H-1	A	4	Pet	Shel	Shel 4FA 20	W	Shel W51	½	10.75	64.5	Ros	36x6	40x12	Van			8200	
Kimball AF	5160	Wis RAU	4¾x6	36.1	L	Flex	F	Zen	V		Spl			B-Li	B-Li	60	A	4	Pet	US	Tim 1630B	W	Tim 6730 F	F	8.75	46.81	Ros	36x6	40x7†	Smi	Fir		8800	Op
King Zeitler	4525	Cont B5	4¾x6	36.1	L	Chic	F	Strm	G	Phar	Eis	Bos		B-Li	B-Li	60	A	4	Pick	Mar	Tim 1732	W	Tim 6760	F	11.66	62.38	Lav	36x7	40x14	Bim	Fir		8600	168
Kleiber	5300	Cont B-5	4¾x6	36.1	L	R-T	F	Strm	V		RBo			B-Li	B-Li	60	A	4	Spic	Bet	Tim 1730	W	Tim 6760	F	10.33	54.8	Ros	36x6‡	40x14‡	Smi			10400	185
Luedinghaus		Wau EU	5 x6¼	40	L	Own	F	Zen			Spl			B-Li	B-Li	60	A	4	Spic			W	Tim	F	11.66		Ros	36x6‡	40x6†				9500	160*	
Maccar G1		Wis RBU	5 x6	40	L	Own	F	S-Z	V	Pier	Eis	Bos		B-Li	B-Li	60	A	4	Spic	Mer	Tim 1732B	W	Tim 6760	F	10.2	54.8	Ros	36x6‡	40x6†	Day			8975	186
Mack AC	5500	Own AC	5 x6	40	L	Own	S	Zen	G	Own	Spl			Own	Own		J	4	Spic	Mer	Own	C	Own	D	8.31	53.31	Own	36x6	40x6†				9400	Op
Master 61		Buda YTU	4½x6	32.4	L	Chic	F	Zen	V	Pier	Eis			Full	Full		A	4	Spic	Det	Tim 1630	W	Tim 6760	F	Opt	Opt	Ros	36x5	40x12	Smi			8200	158
Menominee J3	4850	Wis RAU	4¾x6	36.1	L	Own	FS	Strm	G	Mon	Eis	Opt	Det	Cott S	A	4	Spic	Tut	Cont	W	Tim	F	11.6	61.43	Ros	36x6	40x12	Smi	Fir		8250	160
Moreland RX	4600	Cont B-2	4¾x6	36.1	L	Own	F	Strm	V	Con	Spl			Own	Own 22H670		A	5	Pet	US	Tim 1630B	W	Tim 6666	F	8.75	52.67	Ros	36x6	40x6	Smi			8180	192
National OA		Wau EU	5 x6¼	40	L	US	F	Zen	G	Wau	Eis			HS	B-Li	60	A	4	Spic	Math	Tim 1730B	W	Tim 6760	F	10.25	54.8	Ros	36x6	40x6†	Smi			9500	164
Nelson & LeMoon G		Cont B-2	4¾x6	36.1	L	Chic	F	Strm	G	Con	Bos	Bos		B-Li	B-Li	60	A	4	Own	GC	Tim 1730	W	Tim 6766	F	11.66		Ros	36x6	40x6†	StM			8000	Op
Ogden G		Cont B-2	4¾x6	36.1	L	Chic	F	Zen	G	Con	Spl			B-Li			A	4	M-E	Tut		I			10.33		Ros	36x6	40x12	Wal			8600	175
Old Reliable D	4500	Wis RAU	4¾x6	36.1	L	Chic	F	Strm	V	Phar	Apo			Own	B-Li	60	A	4	Pet	Shel	Shel 4FA20	W	Shel W-51	½	10.25	54.8	Ros	36x6	40x6†	Sch			8000	165
Oneida E	4725	Hin 1600	4½x5½	33.5	H	Mod	F	Strm	V	Hin	Apo			Full			A	4	Pet	Math		W		F	11.66	70	Ros	36x6	40x12	Smi			9400	180
Parker M20	5250	Wis RBU	5 x6	40	L	Own	F	Strm	V	Sim	Eis	Wes		B-Li	Full	H	A	4	Bld	Tut	Shul 650	W	Tim 6760	F	10.25	51.1	Ros	36x6	40x6†	Smi			8400	160
Perfection EA	4500	Cont B5	4¾x6	36.1	L	Mod	FS	Zen	V	Mon	Eis			B.B.	Full	H	A	4	Spic	Stan	Cont 1803	R	Huck 50		9.25		Lav	36x6	40x14	Own			8250	
Pierce Arrow WD	4700	Own	4½x6¾	32.4	T	Own	F	Strm	P			Del		Own	Own		A	4	Spic	SP		W	Own	½	8.			36x6‡	36x7†				8420	162

For full name and address of manufacturer and information regarding complete line see page 52

TRADE NAME AND MODEL	Chassis Price	ENGINE DETAILS: Make and Model Number (4 cylinder unless otherwise noted.)	Bore and Stroke	N.A.C.C. Horsepower	Valve Arrange't	Radiator (Make)	Lubrication	Carburetor	Fuel Feed	Governor (Make)	Ignition System	Engine Starter	Clutch (Make)	GEARSET: Make and Model Number	Location	Speeds	Universal (Make)	Springs (Make)	FRONT AXLE and Model Number	REAR AXLE: Final Drive	Make and Model Number	Type	Total Gear Reduction in High	Total Gear Reduction in Low	Steering Gear (Make)	TIRES, WHEELS, RIMS: *Pneumatic †Dual ‡Solid — Front	Rear	Wheels (Make)	Rim Equipment	Chassis Weight (Stripped)	Wheelbase
5 Ton—Con'd																															
Rowe FW	4850	Wis VAU	4½x6	32.4	L	Bus	F	Zen	G	Han	Bos	....	B-Li	B-Li 60	A	4	Spic	Shel	Shel 5A30	W	Shel W-5'	½	10.25	40.7	Ros	36x6	40x6†	Smi	.....	8300	169
Sandow L	4500	Cont B-5	4½x5½	32.4	L	Chic	FS	Strm	G	Mon	Bos	....	B-Li	B-Li 60	A	4	Spic	....	Tim 1730	W	Tim 6760	..	11	46.6	Ros	....	....	....	....	7800	175
Sanford W50	....	Cont B-7	5 x6	36.1	L	Own	F	Strm	G	Phar	Con	Dy	Full	Full H-1	A	4	Spic	Shel	Shel 4FA20	W	Shel 51	½	10.75	52.03	Ros	36x6	40x14	Van	Fir	9250	174
Schacht	4600	Wis VAU	4½x6	32 4	L	Own	F	Zen	G	Dup	Bos	....	B.B	Own	A	4	Spic	Shel	Own	W	Own	F	11	36.5	Own	36x5	40x7†	StM	.....	8200	168
Selden Unit 90	4950	Cont B-5	4¾x6	36.1	L	Lng	F	Strm	G	Phar	Eis	....	Det	B-Li 60	A	4	Spic	SP	Tim 1730B	W	Tim 6760	F	10.25	55	Gem	36x6	40x12	Stn	.....	9650	164
Selden 73	4475	Cont B-5	4¾x6	36.1	L	Lng	F	Strm	G	Phar	Eis	....	Det	B-Li 55	A	4	Spic	SP	Tim 1630B	W	Tim 6666	F	8.75	52	Gem	36x5	36x10	Stn	.....	7720	168
Signal R	....	Cont B-5	4¾x6	36.1	L	Lng	FS	Strm	G	Sim	Eis	....	B-Li	. . . . .	A	4	Spic	Det	. . . . .	W	. . . . .	F	11.6	56.43	Ros	36x6	40x12	Smi	Gdy	9500	180
Sterling Worm	5400	Own	5 x6¼	40	L	Own	F	Zen	V	Wau	Eis	....	H-S	Own	A	3	Spic	Math	Tim 1732B	W	Tim 6760	F	8.8	40	Ros	36x6	40x6†	Hoo	.....	9325	168
Sterling-ChainEHD	6000	Own	5 x6¼	40	L	Own	F	Zen	V	Wau	Eis	....	H-S	Own	A	6	M-E	Math	Tim 1732B	C	Own	D	7.26	44	Ros	36x6	40x6†	Smi	.....	9825	174
Sterling-Chain ELD	5490	Own	4½x6¼	32.4	L	Own	F	Zen	V	Wau	Eis	....	H-S	Own	A	6	M-E	Math	Tim 1632B	C	Own	D	7.7	47	Ros	36x5	40x10	Hoo	.....	8000	174
Super Truck 100	4500	Wis	4¾x6	36.1	L	Chic	F	Zen	G	Sim	Spl	....	Full	Full H	A	4	Spic	Shel	Shel 4FA20	W	Shel W-51	½	10.25	49.2	Ros	40x5	40x6†	Smi	.....	8500	164
Transport 75	....	Buda YTU	4½x6	32 4	L	Mod	F	Zen	G	Dup	Eis	Opt	B.B.	Cott RU	U	4	Bld	Det	Shul 610	I	Clark 3D	D	10	52	Jac	36x5	36x12	Mot	.....	7600	170
Traylor F	4700	Buda YTU	4½x6	32.4	L	GO	F	Zen	G	Sim	Bos	....	B-Li	B-Li 60	A	4	Spic	Mer	Shel 4FA20	W	Shel W-32	½	10.2	55	Ros	36x6	40x6†	Smi	.....	8800	170
Ultimate D	5500	Buda BTU	5 x6½	40	L	Own	F	Strm	G	Pier	Eis	Bos	B-Li	B-Li 60	A	4	Spic	Shel	. . . . .	W	Shel W-51	½	8.75	46.8	Ros	36x6	40x14	Smi	.....	8600	180
U. S., S. Special	4500	Hin HA230	4½x5½	32.4	L	Lng	F	Strm	V	Hin	Eis	Opt	B-Li	B-Li 55	A	4	Opt	Shel	. . . . .	W	Shel	½	11.75	62.9	Lav	36x6	40x6†	Smi	.....	7500	168
Ward La France A	4890	. . . . .	5 x6¼	40	L	Own	F	Strm	G	.....	Bos	.....	B-Li	B-Li 60	A	4	Spic	Row	Tim 1730B	W	Tim 6760	F	8.8	47.08	Ros	36x6	40x6†	Smi	.....	9300	164
White 45	4500	Own GR	4¼x5¾	28.9	L	.....	F	Zen	V	Own	.....	.....	Own	Own	U	4	Own	.....	Own	R	Own	F	11.7	48.26	Own	36x6	40x6†	.....	.....	8100	174
Wilcox F	4350	Buda	4¾x6½	36.1	L	.....	S	Strm	V	Dup	Bos	.....	Own	. . . . .	A	4	Spic	Shel	. . . . .	R	. . . . .	½	10.25	56.58	Own	36x5	40x12	Smi	.....	9000	162
Witt Will A	4500	Cont B5	4¾x6	36.1	L	Own	FS	Zen	...	.....	Eis	.....	B-Li	B-Li 60	A	4	Spic	Shel	Tim 1730B	W	Tim 6760	F	10.25	53.3	Ros	36x6	40x6†	Day	.....	9500	172
5½, 6 and 7 Ton																															
Autocar L	4800	Own	4¼x5½	28.9	L	Own	S	Strm	G	Phar	Bos	.....	Own	Own	A	4	Spic	Del	Own	R	Own	F	9.89	72.1	Ros	34x6	36x12	Hoo	.....	7400	156
Autocar M	4650	Own	4¼x5½	28.9	L	Own	S	Strm	G	Phar	Bos	.....	Own	Own	A	4	Spic	Del	Own	R	Own	F	9.89	72.1	Ros	34x6	36x12	Hoo	.....	7200	120
Clinton 120S	4990	Buda BTU	5 x6½	40	L	Own	F	Zen	V	Han	....	.....	B-Li	B-Li 60	A	4	M-E	Per	Tim 1732 B	W	Tim 6760	F	11.66	62.4	Ros	36x6‡	40x7†	StM	.....	9400	180
Clydesdale 2	....	Cont B-5	4¾x6	36.1	L	Own	F	Zen	V	Own	Bos	.....	B-Li	B-Li 60	A	4	Spic	Stan	Tim 1730B	W	Tim 6760	D	11.6	62.5	Ros	36x7	40x7†	.....	.....	.....	176
Garford 151 A-5	5750	Buda BTU	5 x6½	40	L	Own	F	Strm	G	Sim	Spl	.....	Own	Own	J	4	Spic	Per	Tim 1732B	C	Own	D	11.44	.....	Ros	36x6	40x6†	.....	.....	10100	162
Gramm-Bernstein 50-60	....	Cont	4¾x6	36.1	L	Own	F	Strm	G	Con	Eis	NE	Own	Own	A	4	Own	Per	Shel	...	Shel W51	½	10.5	62.	Ros	36x6	40x6†	Smi	.....	9700	168
Hurlburt E-E	4850	Buda ATU	4¾x6½	36.1	L	.....	.....	.....	.....	Sim	Eis	.....	.....	.....	A	4	.....	.....	.....	W	Tim 6760	F	10.25	.....	.....	36x6	40x6	.....	.....	9965	Op
Kelly-Springfield K-61	....	Own	4½x6½	32.4	T	Lng	F	Zen	G	Pier	Eis	Opt	B.B.	B-Li 60	A	4	Pet	Per	Own	I	Clark 5H	D	11.6	61.8	Gem	36x6	36x7†	Cla	.....	9025	156
Mack AC6½	5750	Own AC	5 x6	40	L	Own	S	Zen	G	Own	Spl	.....	Own	Own	J	4	Spic	Mer	Own	C	Own	D	8.95	57.41	Own	36x6	40x12	.....	.....	9500	Op
Mack AC7½	6000	Own AC	5 x6	40	L	Own	S	Zen	G	Own	Spl	.....	Own	Own	J	4	Spic	Mer	Own	C	Own	D	10.5	67.38	Own	36x7	40x7†	.....	.....	9900	Op
Master 64	....	Buda ATU	4¾x6½	36.1	L	Chic	F	Zen	V	Pier	Eis	.....	Full	Full	A	4	Spic	Det	Tim 1730B	W	Tim 6760	F	Opt	Opt	Ros	36x6	40x14	Smi	.....	9800	170
Old Reliable	6000	Wau P	4¾x6¾	36.1	L	Chic	S	Strm	G	Wau	Bos	.....	Own	Own	J	4	Pet	Shel	Cont 2005	C	Own	D	10.07	50.65	Ros	36x6	40x7†	Sch	.....	10250	Op
Pierce Arrow RF-7½	5200	Own	4½x6¾	32.4	T	Own	F	Strm	P	.....	Del	.....	Own	Own	A	4	Spic	SP	.....	W	Own	½	10.	.....	.....	36x6‡	40x8†	.....	.....	9540	168
Pierce Arrow RE	5100	Own	4½x6¾	32.4	T	Own	F	Strm	P	.....	Del	.....	Own	Own	A	4	Spic	SP	.....	W	Own	½	10.	.....	.....	36x6‡	40x7†	.....	.....	9540	168
Rainier R-27	5100	Cont B-5	4¾x6	36.1	L	FM	F	Zen	V	Pier	Eis	.....	B-Li	B-Li 60	A	4	Spic	SP	Tim 1632B	W	Tim 6760	F	13.66	73.08	Ros	36x6	40x6†	Smi	.....	9000	170
Saurer 5 AD	....	Own	4 11x7 3/32	....	L	Own	F	Own	G	Own	....	.....	Own	Own	A	4	Own	Own	Own	B	Own	F	7.87	50	Own	40x6‡	40x7†	Own	.....	7500	Op
Service 103	....	Buda YBU	4½x6	32.4	L	Lng	F	Strm	V	.....	Eis	.....	B.B.	B-Li 60	A	4	M-E	Shel	Tim 1732B	W	Tim 6760	F	10.25	54.8	Ros	36x6	40x12	Stn	.....	9150	173
Standard 5-7	....	Cont B-5	4¾x6	36.1	L	Lng	F	Strm	V	Sim	Eis	.....	B-Li	B-Li 60 Max-Spd	A	7	Spic	Am	Tim 1730	W	Tim 6760	F	6.86	3.6	Gem	36x6	40x14	Day	.....	8700	165
Sterling 7½-Chain	6500	Own	5 x6¼	40	L	Own	F	Zen	V	Wau	Eis	.....	H-S	Own	A	6	M-E	Math	Tim 1732B	C	Own	D	7.26	44	Ros	36x6	40x7†	Smi	.....	10575	174
U. S. T	5000	Buda ATU	4¾x6½	36.1	L	Lng	F	Strm	V	Sim	Eis	Opt	B-Li	B-Li 60	A	4	Opt	Shel	Shel 4FA20	W	Shel W-51	½	10.25	54.8	Lav	36x6	40x6†	Smi	.....	9700	172
Gasoline Tractor-Trucks																															
Federal Light Duty	....	Cont K-4	4½x5¼	27.2	L	Own	F	Zen	V	Phar	Eis	Rm	B.B.	DG	A	4	Spic	.....	Own	W	Tim 6560	F	8.5	50.15	Gem	36x4	36x4†	.....	.....	5000	125
Federal Heavy Duty	....	Cont L-4	4½x5½	32.4	L	Own	F	Zen	V	Phar	Eis	Rm	B.B.	W-Gr	A	4	Spic	.....	Tim 1630B	W	Tim 6666	F	10.33	59.8	Gem	36x5	36x5†	.....	.....	6700	121
G. M. C. K-41T–5 Ton	....	Own	4 x5½	25.6	L	Own	F	Mar	G	Own	Sim	Opt	Own	Own	U	7	Own	.....	Tim 1542B	W	Tim 6560	F	8.5	57.5	Own	36x4	36x8	Bet	.....	5520	127
G. M. C. K-71T–10 Ton	....	Own	4½x6	32.4	L	Own	F	Mar	G	Own	Sim	Opt	Own	Own	A	7	Own	.....	Tim 1630B	W	Tim 6666	F	10.33	88.83	Own	36x5	40x12	Own	.....	8120	138
G.M.C. K-101T-15 Ton	....	Own	4½x6	32.4	L	Own	F	Mar	G	Own	Sim	Opt	Own	Own	A	7	Own	.....	Tim 1630B	W	Tim 6760	F	11.67	100.4	Own	36x5	40x14	Own	.....	8880	138
Harvey WFT	3050	Buda ETU	4¼x5½	28.9	L	Own	F	Strm	G	McC	Eis	.....	Full	B-Li 50	A	4	Spic	Bea	Shel D-370	W	Shel W-21	½	9.5	45.9	Ros	36x5	36x10	Smi	.....	7030	125
Harvey WHT	4050	Buda YTU	4½x6	32.4	L	Own	F	Strm	G	McC	Eis	.....	Full	B-Li 60	A	4	Spic	Bea	Shel 4FA20	W	Shel W-32	½	10.2	54.7	Ros	36x6	36x12	Smi	.....	8900	125
International 62 3 Ton	....	Own	4¼x5	28.9	H	Own	FS	Ens	G	Own	Spl	Own	Own	. . . . .	A	4	Own	.....	. . . . .	I	. . . . .	D	9	47.8	Own	.....	.....	Own	.....	.....	122
International 102 5 Ton	....	Own	4¼x5	28.9	H	Own	FS	Ens	G	Own	Spl	Own	Own	. . . . .	A	4	Own	.....	. . . . .	I	. . . . .	D	11	58.4	Own	.....	.....	Own	.....	.....	122
Mack AB 5-Ton	3400	Own AB	4¼x5	28.9	L	Own	S	Zen	G	Own	Spl	.....	Own	Own	J	4	Spic	Mer	Own	C	Own	D	10.53	51.07	Own	36x4	36x4†	.....	.....	5200	122
Mack AC 7-Ton	4950	Own AC	5 x6	40	L	Own	S	Zen	G	Own	Spl	.....	Own	Own	J	4	Spic	Mer	Own	C	Own	D	9.69	62.20	Own	36x5	40x5†	.....	.....	8700	128
Mack AC 10-Ton	5500	Own AC	5 x6	40	L	Own	S	Zen	G	Own	Spl	.....	Own	Own	J	4	Spic	Mer	Own	C	Own	D	10.5	67.38	Own	36x6	40x6†	.....	.....	9150	128
Mack AC 13-Ton	5750	Own AC	5 x6	40	L	Own	S	Zen	G	Own	Spl	.....	Own	Own	J	4	Spic	Mer	Own	C	Own	D	11.58	74.29	Own	36x6	40x12	.....	.....	9175	128
Mack AC 15-Ton	6000	Own AC	5 x6	40	L	Own	S	Zen	G	Own	Spl	.....	Own	Own	J	4	Spic	Mer	Own	C	Own	D	12.92	82.92	Own	36x7	40x7†	.....	.....	9500	128
Pierce Arrow XB	....	Own	4 x5½	25.6	T	Own	F	Strm	P	.....	Del	.....	Own	Own	A	4	Spic	SP	.....	W	Own	½	9.66	.....	.....	36x5	36x5†	.....	.....	6280	118
Pierce Arrow WD	....	Own	4½x6¾	32.4	T	Own	F	Strm	P	.....	Del	.....	Own	Own	A	4	Spic	SP	.....	W	Own	½	8	.....	.....	36x6	36x6†	.....	.....	8490	118
Pierce Arrow RF	....	Own	4½x6¾	32.4	T	Own	F	Strm	P	.....	Del	.....	Own	Own	A	4	Spic	SP	.....	W	Own	½	10	.....	.....	36x6	36x6†	.....	.....	9540	118
Saurer	6500	Own	4 11x7 3/32	....	L	Own	F	Own	G	Own	....	.....	Own	Own	A	U	4	Own	Own	B	Own	F	7.87	50	Own	40x6‡	40x7†	Own	.....	7500	Op
Walter F	....	Own DU	4½x6¼	32.4	L	Own	F	Zen	V	Own	Wes	NE	M-E	Own	...	5	Own	.....	Own	...	Own	F	8.5	85	Ros	40x7	40x8	Day	8500	Op	..
Walter FL	....	Own FY	4 x5¾	25.6	L	Own	F	Strm	V	Own	Wes	N-E	.....	Own	...	5	Own	.....	Own	...	Own	F	8.5	85	Ros	40x6	40x8	Day	.....	7700	Op
Walter FR	....	Own DY	4½x6¾	32.4	L	Own	F	Zen	V	Own	Wes	N-E	.....	Own	...	5	Own	.....	Own	...	Own	F	8.5	85	Ros	40x8	40x7†	Day	.....	9200	Op

ELECTRIC COMMERCIAL CARS

Name and Model Number	Total Weight Resting on Four Tires	Chassis Weight—Exclusive of Battery	Minimum Load Capacity	Maximum Load Capacity	Chassis Price	Maximum Speed	Location of Battery	Mileage Per Charge	Motor	Controller	Speeds Forward	Drive	Rear Axle	Springs	Front Tires	Rear Tires	Steering Gear	Wheelbase	Per Cent of Weight on Rear Wheels
Autocar E 1F	.....	.....	.....	.....	2400	.....	.....	.....	G-E	G-E	...	R	Own	Row	34x4	34x5	Ross	107	60
Autocar E 2F	.....	.....	.....	.....	2800	.....	.....	.....	G-E	G-E	...	R	Own	Row	34x5	34x6	Ross	120	60
Autocar E 2H	.....	.....	.....	.....	3200	.....	.....	.....	G-E	G-E	...	R	Own	Row	34x5	36x8	Ross	128	60
Autocar E 4Y	.....	.....	.....	.....	4000	.....	.....	.....	G-E	G-E	...	R	Own	Row	34x6	36x6†	Ross	138	60
Autocar E 5M	.....	.....	.....	.....	4300	.....	.....	.....	G-E	G-E	...	R	Own	Row	36x7	36x7†	Ross	138	60
C-T D-1	5400	2200	.....	.....	.....	14	A	55	G-E	Own	4	Own	Flot	Shel	36x3	36x3½	W	100	69
C-T B-1.5	6100	2300	.....	.....	.....	14	A	60	G-E	Own	4	Own	Flot	Shel	36x3	36x4	W	91½	65
C-T D-1.5	6200	2300	.....	.....	.....	14	A	60	G-E	Own	4	Own	Flot	Shel	36x3	36x4	W	116	71
C-T B-2	7300	2400	.....	.....	.....	14	A	50	G-E	Own	4	Own	Flot	Shel	36x3½	36x5	W	101	66
C-T D-2	7300	2400	.....	.....	.....	14	A	50	G-E	Own	4	Own	Flot	Shel	36x3½	36x5	W	124	70
C-T B-4	11750	4000	.....	.....	.....	12	A	50	G-E	Own	4	Own	Flot	Shel	36x4	36x4†	W	116	68
C-T C-6	14400	4300	.....	.....	.....	10	A	45	G-E	Own	4	I	D	Shel	36x4	36x4†	W	122	70
C-T C-7	16900	5000	.....	.....	.....	10	A	45	G-E	Own	4	I	D	Shel	36x5	36x5†	W	126	65
C-T A-7	17700	5800	.....	.....	.....	11	A	45	G-E	Own	4	I	D	Shel	36x6	36x4†	W	122	60
C-T A-10	22250	6500	.....	.....	.....	10	A	45	G-E	Own	4	I	D	Shel	36x7	36x5†	W	132	59
Kelland AT	5850	1950	1000	1500	.....	15	S	50	G-E	G-E	4	R	Flot	Mer	34x3	34x3	Ross	102	60
Kelland BT	6950	2050	1500	2000	.....	15	S	50	G-E	G-E	4	R	Flot	Mer	34x3½	34x3½	Ross	102	60
Kelland CT	7050	2150	2000	2500	.....	15	S	50	G-E	G-E	4	R	Flot	Mer	34x3½	34x4	Ross	102	60
Kelland AH	6400	2500	1000	1500	.....	15	A	45	G-E	G-E	4	C	D	Mer	36x3	36x3	Hin	106	60
Kelland BH	7500	2600	1500	2000	.....	15	A	45	G-E	G-E	4	C	D	Mer	36x3½	36x3½	Hin	106	60
Kelland CH	7600	2700	2000	2500	.....	15	A	45	G-E	G-E	4	C	D	Mer	36x3½	36x4	Hin	106	60
Kelland ATS	6100	2200	1000	1500	.....	15	H&S	50	G-E	G-E	4	R	Flot	Mer	34x3	34x3	Ross	102	60
Kelland BTS	7200	2300	1500	2000	.....	15	H&S	50	G-E	G-E	4	R	Flot	Mer	34x3½	34x3½	Ross	102	60
Kelland CTS	7300	2400	2000	2500	.....	15	H&S	50	G-E	G-E	4	R	Flot	Mer	34x3½	34x4	Ross	114	60
Lansden Century	.....	1700	.....	1250	1600	15	S	50	G-E	Own	4	R	Flot	SP	32x4½	32x4½	Lav	108	50
Lansden Century	.....	1950	.....	2000	1850	15	S	50	G-E	Own	4	R	Flot	SP	33x5	33x5	Lav	112	50
Lansden Marathon	.....	2900	.....	2000	1850	12	A	50	G-E	Own	4	C	D	SP	36x3½	36x4	.....	108	60
Lansden Marathon	.....	4400	.....	4000	2250	11	A	50	G-E	Own	4	C	D	SP	36x4	36x3½†	.....	120	60
Lansden ME	.....	5700	.....	7000	2950	10	A	45	G-E	Own	4	C	D	SP	36x5	36x5†	.....	133	60
Lansden MF	.....	7500	.....	10000	3350	9	A	40	G-E	Own	4	C	D	SP	36x6	36x6†	.....	146	60
O. B. A	.....	.....	.....	.....	2175	14	.....	.....	G-E	Own	...	C	D	.....	36x3½	36x4	Own	103	.....
O. B. B	.....	.....	.....	.....	2650	13	.....	.....	G-E	Own	...	C	D	.....	36x4	36x3½†	Own	107	.....
O. B. C	.....	.....	.....	.....	3750	11	.....	.....	G-E	Own	...	C	D	.....	36x5	36x4 †	Own	135	.....
O. B. D	.....	.....	.....	.....	3950	10	.....	.....	G-E	Own	...	C	D	.....	36x6	36x5 †	Own	143	.....
Steinmetz 10	.....	2000	.....	.....	.....	16	H&S	52	Diehl	Own	4	R	Russ	Shel	32x4½	32x4½	Lav	106	60
Steinmetz 15	.....	2300	.....	.....	.....	16	H&S	55	Diehl	Own	4	R	Russ	Shel	33x5	33x5	Lav	114	60
Walker 12	.....	1900	.....	1000	.....	15	.....	50	G-E	West	4	.....	Tim	Det	32x3	32x3½	Ross	104	66
Walker 15	.....	2600	.....	1500	.....	15	.....	50	West	West	5	Own	Own	Math	34x3	36x3½	Ross	94	66
Walker 22	.....	2800	.....	2000	.....	14	.....	50	West	West	5	Own	Own	Math	34x3½	36x4	Ross	101	66
Walker 42	.....	3800	.....	4000	.....	13	.....	50	West	West	5	Own	Own	Math	36x4	36x6	Ross	114	66
Walker P	.....	5600	.....	7000	.....	11	.....	40	West	West	5	Own	Own	Math	36x5	38x5†	Ross	131	66
Walker N	.....	6400	.....	10000	.....	10	.....	40	West	West	5	Own	Own	Math	36x6	38x6†	Ross	141	66
Walter HD	6800	2300	.....	2000	2200	16	A	60	Diehl	G-E	5	B	.....	.....	32x3½	32x4	Ross	98	60
Walter EN	13200	4400	.....	5000	3100	15	A	50	G-E	G-E	5	Own	D	.....	36x4	36x7	Gem	114	60
Walter EL	16800	5000	.....	7000	3700	13½	A	50	G-E	G-E	5	Own	D	.....	36x5	36x4	Gem	132	60
Walter ES	23600	7200	.....	11000	4500	12	A	50	G-E	G-E	5	Own	D	.....	36x6	40x6	Ross	150	70
Walter ER	28400	7500	.....	15000	4800	11	A	50	G-E	G-E	5	Own	D	.....	36x7	40x7	Ross	150	70
Ward A211	4500	1650	550	1150	.....	15	S	75	G-E	Own	4	W	Shel	Shel	32x4*	33x4½*	Own	88	56
Ward B-222	6000	2300	800	1700	.....	14	S	84	G-E	Own	4	W	Shel	Shel	32x3½*	32x4*	Own	91	62
Ward C-211	8000	2670	1650	2850	.....	13	S	65	G-E	Own	4	W	Shel	Shel	32x3½*	34x5*	Own	96	64
Ward E-211	12000	3570	4500	5400	.....	12½	S	56½	G-E	Own	4	W	Shel	Shel	34x4*	36x6*	Own	108	65
Ward E-111	12000	4170	4000	5000	.....	12½	A	45	G-E	G-E	4	W	Shel	Shel	34x4*	36x6*	Own	108	65
Ward G-111	16000	5200	5850	7050	.....	11	A	44	G-E	G-E	5	W	Shel	Shel	36x5*	36x8*	Own	120	68
Ward J-111	22500	7350	8850	10500	.....	10	A	39½	G-E	G-E	5	W	Shel	Shel	36x6*	36x10*	Own	132	70
Ward M-111	31000	9600	13500	15750	.....	9	A	36	G-E	G-E	5	W	Shel	Shel	36x7*	40x14*	Own	146	71

NOTE: Battery Equipment in all above makes is at the option of the purchaser. Battery Location Abbreviations A—amidships; H—under hood; and S—under seat.

Superior Steel Products Organized at Monaca

M. P. Simpson, William Elmes and F. H. Guppy, until recently connected with the Moltrup Steel Products Co. and formerly with the Standard Guage Steel Co., both of Beaver Falls, Pa., have organized the Superior Steel Products Co.. which will be located at Monaca, Pa. The new company has purchased a site about 800 ft. in length adjoining the New York Central lines and the first unit of the plant will be a building 300 x 60. The company will manufacture cold finished steel in standard and special shapes, screw steel shafting and polished roads; round, hexagon, flat and square cold drawn steel bars, finished steel plates and other steel products.

The company will be capitalized at $100,000 and the officers will be: M. P. Simpson president, William Elmes vice-president, Homer H. Swaney treasurer, and F. H. Guppy secretary.

Fuel Specifications Adopted by U. S. Government

Standard specifications for motor gasoline, aviation gasoline, kerosene and other fuel oils and a considerable variety of lubricants, have at last officially been adopted by the United States Government and beginning June 18, 1924, it becomes mandatory for all government departments and independent establishments of the Federal government to put into effect these standards.

The standards were worked out by Technical Committee on Lubricants and Liquid Fuels, in co-operation with the Society of Automotive Engineers, American Society of Mechanical Engineers, American Society of Testing Materials and the National Petroleum Marketers' Associations.

Copies, giving in detail the specifications, may be purchased from the Superintendent of Documents, Government Printing Office, Washington, for 15 cents.

Would Place Motor Carriers on Public Utilities Basis

The Motor Carriers' Association, representing the 677 operators of motor stage and motor truck lines in the State of California, is circulating petitions to have submitted to the people at the fall election a measure to be known officially as the "Taxation of highway transportation companies amendment" to the State constitution. The amendment proposes to put the motor carriers on the same taxation basis, with reference to the State, as the other public utilities. It will establish and maintain the present rate at which motor carriers are taxed—4 per cent—until that rate is changed in the future by a two-thirds vote of the two houses of the State Legislature.

As it is now, this rate may be changed merely by a majority vote and the carriers feel that it is too easy to change the taxation rate, making them liable to be taxed out of existance by a hostile Legislature.

DETAILED MOTOR

These Tables Consist Only of Specifications Received Directly From the Manufacturer. Every Commercial Chassis or Those Recom

Line Number	TRADE NAME AND NUMBER	Capacity Seats	Chassis Price	UNLOADED WEIGHT (In Pounds)			GENERAL DIMENSIONS								ENGINE DETAILS									NORMAL SPEED M.P.H.	
				Chassis Only	Chassis and Body	Recommended Body Weight	Wheelbase	Tread, Front	Tread, Rear	Frame Floor Height	Turning Radius	Over-All Length	Over-All Width	Clearance from Ground	Make and Model Number	Bore and Stroke	Horsepower	Valve Arrang'mt	Fuel Feed	Lubrication	Carburetor (Make)	Radiator (Make)	Ignition System	High	Low
1	Acme K	30	....	6900	9900	3000	200	58½	74	27	38	312	90	5	Cont 6B	3¾x5	33.7	L	V	F	Zen	Own	Eis	30	5.7
2	Bethlehem KN	16	1695	2650	.....	800	125	56	56	....	26	175	64⅞	10	Own	3½x5	19.6	L	V	F	Zen	GO	Bos	35	....
3	Bethlehem GN	25	2495	4100	.....	1200	138	56	57¼	....	25	208¼	66¼	9	Own	4 x5¼	25.6	L	V	F	Zen	GO	Bos	25	....
4	Bethlehem HN	35	3295	5250	.....	1500	145	56	59½	....	26	226¼	70	10	Own	4 x5¼	25.6	L	V	F	Zen	GO	Bos	25	....
5	Brinton	25	3400	.....	.....	.....	Op	58	58	36	30	Op	....	12	Cont	4½x5½	32.4	L	G	F	Strm	Chic	Bos	....	....
6	Brockway	25	....	6400	9280	2880	185	66½	71	27½	31⅜	295¼	84	10	Cont 6B	3¾x5	33.7	L	V	F	Zen	GO	Bos	25	5
7	Brockway	30	....	6400	9580	3180	197	66½	71	27½	31⅜	324¼	84	10	Cont 6B	3¾x5	33.7	L	V	F	Zen	GO	Bos	25	5
8	Clinton	30	4075	5925	8700	2775	184	58½	58½	30	37	270	75½	9½	Buda EBU	4¼x5½	28.9	L	V	F	Zen	Own	Bos	30	3
9	Commerce 25	24	....	5400	9400	4000	198	56	56	33½	33	250	....	9	Cont 6B	3¾x5	33.7	L	V	F	Zen	Lng	Bos	35	7
10	Commerce 14	17	....	4200	.....	.....	160	56	56	30	27	228	81	9	Cont 6B	3¾x5	33.7	L	V	F	Zen	Lng	Bos	35	7
11	Commerce 20	14	....	4300	7300	7300	189	56	56	30	27	231	74	9	Cont 6B	3¾x5	33.7	L	V	F	Zen	Lng	Bos	35	7
12	Day-Elder 20	20	....	5200	.....	2500	168	56	58	32	30	237	70½	11	Cont K4	4⅛x5¼	27.2	L	V	F	Zen	Bus	Eis	35	10
13	Day-Elder 25	25	....	5600	.....	3000	180	58	58½	32	30	260	75½	11	Buda EBU	4¼x5½	28.9	L	V	F	Zen	Bus	Eis	35	7
14	Day-Elder 30	30	....	6000	.....	3500	192	68½	74	25	27	271½	90	6½	Cont 6T	3⅝x5¼	31.5	L	V	F	Zen	Bus	Eis	35	7
15	Defiance GL-3	19	....	3200	4700	1200	140	56	56	28	21	210	84	8	Cont 8 R	3⅜x4½	27.3	L	V	..	Zen	Chic	Bos	30	5
16	Denby 216	30	....	6860	.....	.....	216	70	70	22	73	287	82	9½	Cont 6B	3¾x5	33.7	L	V	F	Zen	Lng	Bos	47	9
17	Fageol Inter City	22	....	.....	8700	.....	218	70	70	21	38	306	84	7½	HS 50	4¼x5½	28.9	H	V	F	Zen	Lng	Del	35	6
18	Fageol Street Car	29	....	.....	9600	.....	218	70	76½	20	38	312	89	7½	HS 50	4¼x5½	28.9	H	V	F	Zen	Lng	Del	30	7
19	Federal	18	....	4200	.....	1800	160	56	59½	28	28	245	....	10	Cont 6M	3⅜x4½	27.3	L	V	F	Zen	Lng	Eis	35	7
20	Federal	25	....	5450	.....	2500	190	60	60	30	28	266⅜	....	10	Cont 6B	3¾x5	33.7	L	V	F	Zen	Mod	Eis	35	6
21	Fifth Avenue J	29	....	5660	8235	2575	172	67⅝	71½	32	29½	277	87½	7	Yellow	4 x6	25.6	S	V	F	Zen	Own	Eis	30	7.5
22	Ford	...	...	.....	.....	.....	123	56	56	...	...	.....	...	...	.....	3¾x4	22.5	L	G	S	Hol	Own	Own	30	3
23	Garford 51D	29	4350	6500	9900	3400	187	68	75¾	28½	30	295	91	7	Buda YBU	4½x6	32.4	L	V	F	Strm	Own	Spl	35	5
24	Garford 726	25	3750	4800	7800	3000	168	56	65½	32	30	236	78½	7½	Buda EBU	4¼x5½	28.9	L	V	F	Strm	Own	Spl	35	5.4
25	Graham CA	16	1325	2910	4800	1800	140	56	56	34	26¾	247	77	9½	Dodge	3⅞x4½	24.1	L	V	S	Stew	McC	NE	25	....
26	Guilder 30	30	4500	5600	8800	3000	191	64	70	26	70	300	83	11	Own 30	4¼x5½	....	L	V	F	Zen	GO	....	30	6
27	Indiana20	22	....	5300	8900	3600	174	60	68	35	29	252¾	89½	9½	Own 38	4⅛x5½	27.2	L	V	F	Strm	McC	Eis	23	6
28	Indiana 25	26	....	5850	9950	4100	192	60	68	35	32	279¾	89½	9½	Own 38	4⅛x5½	27.2	L	V	F	Strm	McC	Eis	23	6
29	International S	14	....	2750	3500	750	124	56	56	....	20	.....	.....	...	Lyco KB	3½x5	19.6	L	G	FS	Ens	Lng	Con	25	5
30	Jumbo	25	....	6000	8500	2800	204	60	72	27	....	260	84	8	Buda EBU	4¼x5½	28.9	L	V	F	Zen	GO	Eis	25	8
31	Kissel	18	....	5200	7780	2400	202	64½	66	24	....	252	76	8	Own 4-36	4¼x5½	28.9	L	V	S	Strm	Spar	Bos	40	....
32	Larrabee X 2	14	....	3350	4750	.....	155	56	56	29	28	216	70	11	Cont 8R	3⅜x4½	27.3	L	V	F	Zen	Fed	Bos	40	4
33	Larrabee XJ2	21	....	4300	6100	.....	168	56	57	31	36	250	90	9	Cont 8R	3⅜x4½	27.3	L	V	F	Zen	Fed	Bos	30	3
34	Larrabee XH3	21	....	4600	6700	.....	186	62	62	26	34	250	90	9	Cont 6B	3¾x5	33.7	L	V	F	Zen	Fed	Bos	35	2
35	Luedinghaus	...	...	4400	5600	1200	170	....	58	44	...	.....	...	11¾	.....	4¼x5¾	28.9	L	G	S	Sheb	Brm	Spl	20	3
36	Mack AB	25	4435	6075	9075	3000	195	58½	60¼	25¼	37½	300	88	6½	Own	4¼x5	28.9	L	V	FS	Zen	Own	Spl	33	6
37	Mason	21	1395	3100	5400	2300	150	56	56	30	...	246	85	10	Her O	4 x5	25.6	L	G	F	Zen	Fed	AuL	35	12
38	Master DDB	...	....	6000	9500	3500	194	59	59	26	33½	.....	...	...	Buda EBU	4¼x5½	28.9	L	V	FS	Zen	Chic	Eis	25	5
39	Menominee DB	25	....	5900	9100	3200	186	68	73	26	30	256	86	10	Wis TAU	4 x6	25.6	L	V	F	Zen	Own	.....	32	6
40	Moreland RC	16	2280	3850	5850	2000	180	56	57¼	23½	....	.....	.....	7	Her O	4 x5	25.6	L	V	F	Zen	Own	Spl	25	....
41	Moreland EC	20	3780	4590	7590	3000	178	61	58	24½	....	.....	.....	8½	Cont K4	4⅛x5¼	27.3	L	V	F	Strm	Own	Spl	25	....
42	Moreland AC	25	4700	5660	9160	3500	187	68	69	25½	....	.....	.....	9	Cont L4	4½x5½	32.5	L	V	F	Strm	Own	Spl	25	....
43	Parker B 23 B	16	1400	2700	4600	1900	131	58	58	30	21	204	66	10	Buda WTU	3¾x5⅛	22.5	L	V	F	Zen	Own	Wes	35	9
44	Parker B 24 B	18	2500	3600	5800	2200	150	58	58	28	25	218	66	10	Wis SU	4 x5	25.6	H	V	F	Strm	Own	Wes	40	10
45	Perfection CB	24	4400	5800	8900	3000	227	68½	74½	25¾	39	275	87	11	Cont 6B	3¾x5	33.7	L	V	F	Zen	Mod	Eis	35	6
46	Phila. Motor Coach P	65	6500	8750	14650	5900	216	72	75	20⅛	25	333⅝	90	8	Own 6 cyl.	4 x6	38.4	H	V	F	Zen	GO	NE	25	....
47	Pierce Arrow Z	25	4600	6000	.....	.....	196	68	75⅝	28	37½	282	89 1/8	8	Own	4 x5½	38	T	P	F	Own	.....	Del	50	3
48	Pierce Arrow Z	30	4750	6400	.....	.....	220	68	75⅝	28	40	303	89 1/8	8	Own	4 x5½	38	T	P	F	Own	.....	Del	50	3
49	Reo F	..	1185	2705	3360	650	128	56	56	34	22½	190	66	10½	Own F	4⅛x4½	27.3	F	G	FS	John	Own	NE	45	7
50	Reo W	21	....	.....	.....	.....	176	56	57	22	....	.....	....	8	Own *	3 1/16x5	24.3	H	..	FS	.....	.....	.....	.....	.....
51	Ruggles Chanticleer	16	....	3000	5000	.....	150	56	56	28	27	206	73	10¾	Her O	4 x5	25.6	L	V	F	Strm	Per	Rm	35	8
52	Selden	...	.....	7200	10200	3000	195	68	74	29⅛	33	309	91	7	Cont L4	4½x5½	32.4	L	V	F	Zen	Lng	Eis	25	6.27
53	Selden	...	....	7200	10200	3000	195	68	74	29⅛	33	309	91	7	Cont 6B	3¾x5	33.8	L	V	F	Zen	Lng	Eis	25	6.27
54	Service 61B	30	....	5850	.....	.....	192	58	66	30	24	276½	80	8½	Buda EBU	4¼x5½	43.4	L	V	F	Strm	McC	Eis	25	4.5
55	Service 25B	20	....	3650	.....	.....	159	56⅜	57⅛	28	18	221	65⅝	8	Buda WTU	3¾x5⅛	33.8	L	V	F	Opt	Lng	Rm	35	6
56	Sterling GB1	21	4050	4800	7000	2200	156	56	58	29⅜	35	234	70⅝	10	Own	4 x5¾	25.6	L	V	F	Zen	Own	Eis	28	....
57	Sterling GB2	29	4575	5700	8500	2800	174	60¼	58½	29⅜	35	263	75½	11	Own	4⅜x5¾	30.6	L	V	F	Zen	Own	Eis	28	....
58	Stoughton AS	16	2400	3300	5520	2220	162	56	56	30	27	224	80	11¼	Mid 412	3⅝x5	31.5	H	V	F	Zen	Chic	Rm	34	8.5
59	Stoughton DS	24	....	4890	.....	.....	180	56	60	...	...	246	34	9¾	Mid 402	4½x5¼	40.8	H	G	F	Zen	Own	Rm	26	5
60	Triangle E	18	2995	4500	7000	2200	168	58	58	29	30	276	75	10	Wau Y	4 x5¼	25.6	L	V	F	Strm	Whe	Eis	35	6.54
61	Union FWC	30	....	6000	10100	4100	200	64½	62	29	....	316	95	....	Wis TAU	4 x6	25.6	L	V	F	Sheb	GO	Apo	30	....
62	United 30 B	...	...	3000	4500	1500	173	56	56	28	....	246	67½	10½	Her	4 x5	25.6	L	V	F	Zen	Per	Bos	45	5
63	U. S. No. 301	18	1875	3200	5700	.....	138	56	56	29	22	212	70	9¾	Buda WTU	3¾x5½	22.5	L	V	F	Strm	Lng	Bos	35	9
64	U. S. No. 201	18	1875	3200	5700	.....	138	56	56	29	22	212	70	9¾	Buda WTU	3¾x5½	22.5	L	V	F	Strm	Lng	Bos	35	9
65	U. S. No. 202	26	2225	3800	6500	.....	162	58	56	31	28	267	88	10½	Buda WTU	3¾x5½	22.5	L	V	F	Strm	Lng	Bos	30	8
66	White 50A	25	4950	5395	.....	.....	198	58½	67⅜	28¼	36	274¾	81⅝	9 1/16	Own	4¼x5¾	28.9	L	V	F	Zen	.....	.....	.....	.....

NOTE: Manufacturers and addresses of above listed on page 52. * 6 Cylinders

Aldrich and Alverez Form Manufacturers' Agent Organization

C. A. Aldrich, one of the pioneers in the truck industry, and being until recently connected with the Traffic Motor Truck Corp. of St. Louis as retail sales manager for three years, and Antonio Alverez, export manager also for the Traffic Motor Truck Corp. for the past six years, have opened offices under the name of Aldrich, Alverez Co., 325 Chemical Bldg., St. Louis., Mo., as manufacturers' agents for both foreign and domestic trade, specializing in automotive equipment.

Woodring Made Head of Philadelphia Service Association

Paul M. Woodring has been elected as president of the Automotive Service Association of Philadelphia at a meeting of that association held March 24th in the temporary headquarters of the Philadelphia Automobile Trade Association. Other officers were elected as follows: First vice-president, Dalton Risley, Jr.; second vice-president, Albert Heer, secretary, W. H. Metcalf; treasurer, R. M. Brown.

Directors: George H. Matlack, J. B. Dickson, Joseph T. Collins, Frank L. Cox, F. E. LaFehr, and Edgar Mellor.

No New Dealers for Three Months is General Tire Policy

Believing that fewer, better and more successful tire dealers will be the salvation of the tire business the General Tire & Rubber Co. of Akron, Ohio, have announced a policy in which no new dealerships will be placed for the next three months. The company intends to keep its present dealer organization intact by insuring plenty of stock for the heavy selling season and at the same time to employ its salesmen for that term in helping dealers to sell customers and increase the sales territory.

BUS SPECIFICATIONS

Car Manufacturer in the Country Was Solicited and the Jobs Listed Are Either Specially Designed Bus mended for This Service

Line Number	ELECTRICAL EQUIPMENT: Battery (Make)	Model No.	Volts and Amp. Hr.	Starter (Make)	Generator (Make)	TRANSMISSION: Clutch (Make)	Make and Model Number of Gearset	Location	Speeds	Universal (Make)	Springs (Make)	Brakes (See Note)	FRONT AXLE: Make and Model Number	REAR AXLE: Final Drive	Make and Model Number	Type	Total Gear Reduction in High	Total Gear Reduction in Low	Steering Gear (Make)	TIRES, WHEELS, RIMS: *Pneumatic †Dual Pneumatic ‡Solid — Front	Rear	Wheels (Make)	Rim Equipment
1	Wil	SJRT4	6–111	Del	Rm	B.B.	Cott RU	U	4	Bld	Det	A	1540 B	W	6511 S	F	6.8	35.36	Ros	36x6*	36x6†	Bud	Fir
2	POL	613SHC	6–111	GD	GD	B.B.	Det	U	3	Spic	Math	A	Eat 750	S	Eat 1000	½	6.86	21.3	Lav	35x5	35x5	.....	Fir
3	POL	613 SHC	6–111	GD	GD	B.B.	Det	U	3	UP	Math	A	Shel 33FA500	R	Wis 66A	½	7.75	24.8	Lav	34x4	34x6	.....	Fir
4	POL	613SHC	6–111	GD	GD	Full	Full	U	4	UP	Math	A	Shel D 343	R	Wis 88E	½	8.67	41.56	Lav	36x4	36x8	Smi	Fir
5	Exi	.....	.....	Del	.....	B-Li	B-Li 50	U	4	Spic	Phil	A	Tim	W	Tim	...	Opt	Opt	Ros	Opt	Opt	Hoo	.....
6	Exi	.....	12	LN	LN	B-Li	B-Li 55	A	4	M-E	Mer	B	Shul 610 B	I	Clark 3DSp	D	7.	37.45	Gem	.....	.....	Bud	Fir
7	Exi	.....	12	LN	LN	B-Li	B-Li 55	A	4	M-E	Mer	B	Shul 610B	I	Clark 3DSp	D	7	37.45	Gem	.....	.....	Bud	Fir
8	POL	611SHC	6–90	Bos	Bos	B-Li	B-Li 55	A	4	M-E	Per	A	Tim 1544 B	W	Tim 6560	F	6.5	34.8	Ros	32x6*	32x6†	Bud	Fir
9	Wil	SJR6	6	Bos	Bos	B-Li	B-Li 51	A	4	UM	Am	A	Tim 1520	W	Tim 6460	½	6.8	36.4	Ros	36x6	40x8	Bim	Fir
10	Wil	SJR6	6	Bos	Bos	B-Li	B-Li 35	A	4	UM	Am	A	Tim 1452	W	Tim 6460	½	6	20.2	Ros	32x6	32x6	Bim	Fir
11	Wil	SJR6	6	Bos	Bos	B-Li	B-Li 35	A	4	UM	Am	A	Tim 1452	W	Tim 6460	½	6	20.2	Ros	32x6	32x6	Bim	Fir
12	Wil	SJRT 6	6–153	Bos	Bos	B-Li	B-Li 35	U	3	Spic	Shel	A	Col 7018	W	Tim 6460	½	6	20.2	Gem	36x6*	38x7*	.....	Fir
13	Wil	SJRT 6	6–153	Bos	Bos	B-Li	B-Li 51	U	4	Spic	Shel	A	Col 8513	W	Tim 6560	F	6.8	36.4	Gem	36x6*	40x8*	.....	Fir
14	Wil	SJRT 6	6–153	Bos	Bos	B-Li	B-Li 51	U	4	Spic	Shel	A	Shul 610	W	Tim 6511S	F	6.8	36.4	Gem	36x6*	36x6*	.....	Fir
15	Wil	SJRT 4	6	Bos	Bos	Full	Full SU 2	U	3	Spic	Det	A	Col 7000	B	Eat 1000	F	6.14	.....	Lav	32x6*	34x7*	StM	Fir
16	Wil	.....	6–200	Bos	Bos	B-Li	B-Li	U	4	UP	Det	A	Shul	I	Clark	D	.....	.....	Ros	36x6*	36x6†	Bud	Fir
17	Exi	.....	.....	Del	Del	B-Li	B-Li 50	U	4	Spic	Math	A	Tim 1524	W	Tim Spec	F	4.6	19.7	Ros	36x6*	38x7	Bud	.....
18	Exi	.....	.....	Del	Del	B-Li	B-Li 50	U	4	Spic	Math	A	Tim 1524	W	Tim Spec	F	4.6	19.7	Ros	36x6*	36x6†	Bud	.....
19	Exi	3LXRE-25	6–185	Rm	Rm	B.B.	Own	A	4	Sn-Pe	Math	A	Own	W	Tim 6460	½	6.5	32.5	Gem	30x5*	34x7*	Smi	Fir
20	Exi	3LXRE-25	6–185	Rm	Rm	B.B.	Det R 400	A	4	Sn-Sp	Math	A	Own	W	Tim 6560	F	6.75	39.8	Gem	32x6*	36x8*	Smi	Fir
21	Wil	STRN27	12–90	.....	NE	Own	Own	A	4	Sned	Math	A	Tim 1523	W	Tim 6412	½	5.4	21.6	Ros	34x5	34x7	Own	.....
22	Own	.....	6–80	Own	Own	Own	Own	U	..	Own	Own	B	Own	B	Own	½	7.25	.....	Own	.....	.....	Own	Opt
23	Wil	STRN 6	6–190	AtK	Rm	Own	Own	A	4	Spic	Per	A	Tim 1550	W	6511 G	F	5.4	.....	Ros	32x6*	32x6†	Day	Fir
24	Wil	STRN 6	6–190	AtK	Rm	Own	Own	A	4	Spic	Per	A	.....	W	Tim 6560	F	5.4	.....	Ros	32x6*	32x6†	Bud	Fir
25	Exi	9318	12–50	NE	NE	Dod	Dod	U	3	UP	Det	A	Dod	B	Own B-360	½	6.29	29.29	Dod	33x4½*	36x6*	StM	Fir
26	Wil	SJRT28	12-104	LN	LN	B–Li	B–Li 51	N	4	ME	Mer	A	Shul 5550B	...	Wis	...	5.83	.....	Ros	36x6	36x6†	Bud	.....
27	Wil	STRN 6	6–157	Wes	Rm	B.B.	B-Li	A	4	Sn-Sp	Shel	A	Shel D 370	W	Shel W 103	½	6.05	25.5	Woh	36x6*	36x6†	Bud	Fir
28	Wil	STRN 6	6–157	Wes	Rm	B.B.	B-Li	A	4	Sn-Sp	Shel	A	Shel D 370	W	Shel W 21	½	6.05	25.5	Woh	36x6*	36x6†	Bud	Fir
29	POL	613RHN	6–100	AuL	AuL	Mun	Mun	U	3	....	SS	A	Own	I	Torb	D	6.3	25.2	CAS	32x4½*	32x4½*	.....	.....
30	Exi	.....	6–120	NE	NE	Full	B-Li	U	4	Spic	Math	B	Shul 610S	I	Clark	...	8	33	Jac	36x6*	36x6†	Ind	Fir
31	Wil	SJRT 6	6–153	Rm	Rm	B-Li	B-Li 35	U	4	Spic	Math	A	Shul 610	R	Wis 60B	...	5.8	19.08	Ros	34x7*	34x7*	Whit	Gdy
32	Exi	3XE-D	6	Bos	Bos	B-Li	B-Li 30	U	3	Sned	Shel	A	Sals	B	Sals	¾	5.9	25.	Gem	34x5*	34x5*	Ind	Fir
33	Exi	3XE-D	6	Bos	Bos	B-Li	B-Li 30	U	3	Spic	Shel	A	Shel	W	Shel	½	7.6	31.	Gem	36x6*	36x6*	Smi	Fir
34	Exi	3XED	6	Bos	Bos	B-Li	B-Li 31	U	3	Spic	Shel	A	Shul	W	Shel	½	5.5	29.5	Gem	32x6	32x6†	Bud	Fir
35	Exi	.....	6–150	Dy	Dy	B.B.	Det	U	4	Spic	Tut	A	Shul 510	R	Wis	½	Opt	46.	Lav	36x6*	40x8*	Bim	Fir
36	Exi	6LXRE13	12-120	LN	LN	Own	Own	U	4	Spic	Mer	B	Own	R	Own	F	5.88	19.3	Own	32x6*	32x6*	Bud	.....
37	USL	.....	6–120	AuL	AuL	B.B.	W.C.	A	3	Spic	Arm	A	Fli	B	Fli	F	Opt	.....	Lav	33x5*	33x5†	Bud	Fir
38	Wil	.....	12	Wes	Wes	Full	Full GU 7	U	4	Spic	Det	B	Shul 610	R	Walk 25 A	F	7.66	37	Ros	36x6	40x8	StM	Fir
39	Wil	SJR4	6–125	Bos	Bos	Det	Cott AU	U	4	Spic	Tut	A	Tim 1550	R	Wis 120 K	½	6.16	32.06	Ros	36x6*	36x6†	Ind	Fir
40	Hob	6HTXR15A	6–140	AuL	.....	B-Li	B-Li 30	U	3	Pet	US	A	Tim 1250	B	Tim 5512	½	5.5	22	Ros	32x6	32x6	Own	Gdy
41	Hob	6HTXR15A	6–140	Opt	Spl	B-Li	B-Li 51	U	4	Pet	US	A	Tim 1550	W	Tim 6410	½	6.	32.1	Ros	34x5*	34x5†	Bud	.....
42	Hob	6HTXR15A	6–140	Opt	Spl	B-Li	B-Li 51	U	4	Pet	US	A	Tim 1550	W	Tim 6511	F	6	32.1	Ros	36x6*	36x6†	Bud	.....
43	Gl	611	6–80	Wes	Wes	Full	Full SU 2	U	3	.....	Tut	A	Fli 72BA80	B	Fli 72BA10	F	5.5	22.	Lav	32x6*	32x6*	Whit	Fir
44	Gl	611	6–80	Wes	Wes	Full	Full SU 2	U	3	.....	Tut	A	Cont 600	B	Fli 72BA10	F	4.9	20.	Lav	32x6*	32x6*	Whit	Fir
45	Exi	.....	6–185	Rm	BB	.....	Cott RV	U	4	Spic	SS	A	Cont 650	R	Huck 85	F	5.3	28	Lav	36x6*	36x6†	Ind	Fir
46	Exi	6MVE13	12180	NE	NE	B-Li	B-Li 60	A	4	Spic	Shel	A	Shul 650B	I	Atl LC-IR	D	7.	28.	Ros	34x6‡	34x6†	Ind	.....
47	Wil	.....	.....	Del	Wes	Own	.....	A	4	Spic	.....	B	.....	W	.....	F	6	32	.....	36x6	32x6†	Bud	.....
48	Wil	.....	.....	Del	Wes	Own	.....	A	4	Spic	.....	B	.....	W	.....	F	6	32	.....	36x6	32x6†	Bud	.....
49	Wil	SJRN4	6–111	NE	NE	Own	Own	A	3	Own	Pen	A	Own	S	Own	½	4.7	17.29	Own	33x5*	33x5*	Mot	Fir
50	.....	.....	.....	Own	Own	Own	Own	A	3	.....	.....	C	Own	B	Own	½	5.70	.....	.....	.....	.....	.....	.....
51	POL	613RHN	6-100	Rm	Rm	B-Li	B-Li 30	U	3	Spic	Det	A	Col 5000	B	Col 52000	¾	5.13	21.	Jac	30x5*	32x6	Nor	Fir
52	POL	615 KPN	6–200	NE	NE	B-Li	B-Li	A	4	Spic	SS	A	Tim	W	Tim	F	7.75	31.	Gem	36x5	36x5	Arc	Fir
53	POL	615KPN	12-300	NE	NE	B-Li	B-Li	A	4	Spic	SS	A	Tim	W	Tim	F	7.75	31	Gem	36x5	36x5	Arc	Fir
54	Wil	SJRT 6	6–166	Rm	Rm	B.B.	B-Li 51	U	4	Opt	Shel	A	Tim 1544	W	Tim 6560	F	6.75	36.12	Ros	32x6*	32x6†	Opt	Fir
55	Wil	SJRT 4	6–120	Rm	Rm	B–Li	B-Li 35	U	4	M-E	Shel	A	Shul 312	B	Eat 1500	½	6.14	20.2	Ros	30x5	32x6	Opt	Fir
56	Gld	ASLR632	6–132	Bos	Bos	B-Li	B-Li 35	U	4	UM	Math	A	Tim 1452	W	Tim 6460	½	6	32	Ros	35x5*	35x5†	Bud	Fir
57	Gld	ASLR632	6–132	Bos	Bos	B-Li	B-Li 50	U	4	Spic	Math	A	Tim 1544 B	W	Tim 6560	F	6	32	Ros	36x6*	36x6†	Bud	Fir
58	Wil	SJRN 3	6	Rm	Rm	B-Li	B-Li 30	U	3	Pick	Own	A	Col 5000	B	Col 52000	¾	5.87	21.9	Ros	34x5*	36x6*	Bim	Gdy
59	Wil	SJAT-3	6–90	Rm	Rm	B-Li	B-Li 35	U	4	Pick	Own	B	Shel D 343	W	Shel W 103	½	8.6	46.3	Ros	34x5*	40x8*	Bim	Gdy
60	Exi	.....	6–150	NE	NE	B-Li	B-Li 51	U	4	Bld	Math	C	Shul 370	B	Clark 360	½	6.28	33.56	Gem	32x6*	34x7*	Whit	Fir
61	POL	SHC	.....	LN	LN	Full	Full GU7	...	4	UP	Math	B	Shul 650 B	R	Walk 25 A	F	6.96	.....	Jac	38x7	42x9	Smi	Gdy
62	Wes	.....	6–120	Bos	Bos	B-Li	B-Li 30	U	3	Spic	Det	A	Shul 310	B	Col 52000	F	5.1	20.8	Lav	32x6	32x6	Whit	Fir
63	POL	611KPN	6–120	Bos	Bos	Full	Full SU2	U	3	Bld	Shel	A	Shul 310	B	Clark B	½	5.5	22	Lav	34x5*	36x6*	Sch	Fir
64	POL	611 KPN	6–120	Bos	Bos	Full	Full SU 2	U	3	Bld	Shel	A	Shul 310	B	Clark B	½	5.5	22.	Lav	34x5*	36x6*	Sch	Fir
65	POL	611 KPN	6–120	Bos	Bos	Full	Full LTU-5	U	3	Bld	Shel	A	Shul 350	I	Clark ID	D	7.6	30.4	Lav	35x5	38x7	Sch	Fir
66	.....	.....	12-132	LN	LN	Own	Own	U	4	Spic	.....	A	Own	R	Own	½	5.67	23.39	Own	36x6	36x6†	Bud	Fir

See Abbreviation Key on page 39.

Ohio Heavy Duty Truck Tax Law Held Unconstitutional

A further demonstration of how concerted effort can prevent the enactment of legislation destructive to the progress of motor transportation was recently shown in a decision by Judge E. B. Kinkead of the Common Pleas Court of Franklin County, Ohio, in the Ohio Motor Truck Club's case of Fisher Bros Co. vs the Secretary of State handed down March 27th. According to the decision, "the amendment of section 6292, 110 O. L. 222, which took a portion of the trucks theretofore embraced in the second calls (30 to 35 hp.) from that class and placed in the same class with trucks theretofore falling in the third class is invalid and unconstitutional. This was done by changing the language of the section so that it provided that 'each commercial car having more than 25 and not more than 30 hp.' should pay a tax of $12 and in addition, 30 cents for each 100 lbs., gross weight." The amendment further provided that each commercial car having more than 30 hp. should pay $20 and in addition thereto 80 cents per 100 lbs.

The net result of this decision, if affirmed by the high courts, is that 3½ and 5 ton trucks which under the 80 cent rate paid an annual tax of $148 and $180 will be required to pay only $60 and $72.

According to the journal entry of the Court in the Ohio Motor Truck Club's suit the entire amendment Section 6292 is declared unconstitutional and void, and the Secretary of State is "Perpetually enjoined from demanding and collecting or otherwise enforcing the payment of an annual license tax upon the operation of motor vehicles on the public roads or highways of the State of Ohio at any rates in excess of the rates specified in Section 6292 of the General Code of Ohio as it existed prior to its being amended by Act of the General Assembly of Ohio passed March 29, 1923."

The court's recent decision brings all motor truck license fees back to last year's rate and knocks out an increase of 50 per cent on 25 to 30 hp. and 300 per cent on over 30 hp. trucks.

Manufacturers and Models Included in Specifications on Preceding Pages

Also Manufacturers of Buses as Listed in the Bus Table

Truck Manufacturers Who Distribute Nationally

Note: This grouping of the manufacturers has been made from the best information at hand. Manufacturers are invited to furnish us with further information in relation to their distribution which will enable us to make this grouping as correct as possible.

Acme—1, 2, 3, 3½, 4½, 6¼—Acme Motor Truck Co., Cadillac, Mich.
American-LaFrance—2½, 3½, 5—American-LaFrance Fire Engine Co., Inc., Elmira, N. Y.
Armleder—1, 1½, 2½, 3½—O. Armleder Motor Truck Co., Cincinnati, Ohio.
Atterbury—1½, 2½, 3½, 5—Atterbury Motor Car Co., Buffalo, N. Y.
Autocar—1, 1¼, 1½, 2, 2½, 3, 4, 5 to 7—Autocar Co., Ardmore, Pa.
Bessemer—1, 1½, 2½, 4—Bessemer Motor Truck Co., Grove City, Pa.
Bethlehem—1, 2, 3—Bethlehem Motors Corp., Allentown, Pa.
Brockway—¾, 1½, 2½, 3½, 5—Brockway Motor Truck Co., Cortland, N. Y.
C. T.—1, 1½, 2, 3½, 5—Commercial Truck Co., Philadelphia, Pa.
Chevrolet—½, 1—Chevrolet Motor Truck Co. of Mich., Flint, Mich.
Clydesdale—1¼, 2½, 3½, 5, 7—Clydesdale Motor Truck Co., Clyde, Ohio.
Commerce—¾, 1½, 2½—Commerce Motor Truck Co., Ypsilanti, Mich.
Day-Elder—1, 1½, 2, 2½, 3½, 5—Day-Elder Motors Corp., Newark, N. J.
Defiance—1¼, 1½, 2, 3—Defiance Motor Truck Co., Defiance, Ohio
Diamond T—¾, 1¼, 1½, 2½, 3½, 5—Diamond T Motor Car Co., Chicago, Ill.
Dodge—¾—Dodge Bros., Detroit, Mich.
Duplex—1, 1½, 2, 3½—Duplex Truck Co., Lansing, Mich.
F. W. D.—3—Four-Wheel Drive Auto Co., Clintonville, Wis.
Fageol—2, 3, 4, 5—Fageol Motors Co., Oakland, Cal.
Federal—¾, 1, 1½, 2, 3½, 5, T.T.—Federal Motor Truck Co., Detroit, Mich.
Fifth Avenue—Fifth Avenue Coach Co., New York City.
Ford—1—Ford Motor Co., Highland Park, Mich.
G. M. C.—1, 2½, 3½, 5—General Motors Truck Co., Pontiac, Mich.
Garford—1, 1½, 2½, 4, 5, 7½—Garford Motor Truck Co., Lima, Ohio.
Gary—1, 2, 2½, 3½, 5—Gary Motor Corp., Gary, Ind.
Graham—1, 1½—Graham Brothers, Evansville, Ind.
Gramm-Bernstein—1, 1¼, 1½, 2, 2½, 3½, 4, 5—Gramm-Bernstein Motor Truck Co., Lima, Ohio.
Gray—¾, 1—Gray Motor Corp., Detroit, Mich.
Indiana—1, 1½, 2, 2½, 3½, 5—Indiana Truck Corp., Marion, Ind.
International—¾, 1, 2½, 3½—International Harvester Co. of America, Chicago, Ill.
Kelland—½, ¾, 1—Kelland Motor Car Co., Newark, N. J.
Kelly-Springfield—1½, 2½, 3½, 6—Kelly-Springfield Motor Truck Co., Springfield, Ohio.
Kissel—1, 1½, 2½, 4—Kissel Motor Car Co., Hartford, Wis.
Krebs—1, 1½, 2½, 3½—Krebs Motor Truck Co., Bellevue, Ohio.
Lansden—¾, 1, 2, 3½, 5, 6—Lansden Company, Danbury, Conn.
Larrabee-Deyo—1, 1½, 2½, 3½—Larrabee-Deyo Motor Truck Co., Inc., Binghamton, N. Y.
Maccar—1¼, 1½, 2, 3, 4, 5—Maccar Truck Co., Scranton, Pa.
Mack—1½, 2, 2½, 3½, 5, 6½, 7½, T.T.—Mack Motors, Inc., New York, N. Y.
Mason Road King—1½—Durant Motors, Inc., Long Island City, N. Y.
Maxwell—1½—Maxwell Motor Co., Inc., Detroit, Mich.
Menominee—1, 1¼, 1½, 2, 3½, 5—Menominee Motor Truck Co., Clintonville, Wis.
Nash—1, 2—Nash Motors Co., Kenosha, Wis.
Northway—2, 3½—Northway Motors Corp., Natick, Mass.
O. B.—1, 2, 3, 5—O. B. Electric Vehicles, Inc., Long Island City, N. Y.
Oshkosh—2, 2½, 4—Oshkosh Motor Truck Mfg. Co., Oshkosh, Wis.
Overland—½—Willys-Overland Co., Toledo, Ohio.
Patriot—1, 2, 3—Patriot Mfg. Co., Havelock, Neb.
Penn—1, 2—Penn Motors Corp., Philadelphia, Pa.
Pierce-Arrow—2, 3, 4, 5, 6, 7½, T.T.—Pierce-Arrow Motor Car Co., Buffalo, N. Y.
Reo—1¼—Reo Motor Car Co., Lansing, Mich.
Republic—1¼, 2, 3, 4—Republic Motor Truck Co., Inc., Alma, Mich.
Rowe—2, 2½, 3, 4, 5—Rowe Motor Mfg. Co., Lancaster, Pa.
Ruggles—¾, 1¼, 2, 2½—Ruggles Motor Truck Co., Saginaw, Mich.
Schacht—1½, 2, 2½, 3, 4, 5—G. A. Schacht Motor Truck Co., Cincinnati, Ohio.
Selden—1½, 2½, 3½, 5—Selden Truck Corp., Rochester, N. Y.
Service—1¼, 1½, 3, 3½, 4—Service Motor Truck Co., Wabash, Ind.
Signal—1, 1½, 2½, 3½, 5—Signal Truck Corp., Detroit, Mich.
Standard—1¼, 1½, 2½, 3½, 5—Standard Motor Truck Co., Detroit, Mich.
Sterling—1½, 2, 2½, 3½, 5, 7½—Sterling Motor Truck Co., Milwaukee, Wis.
Stewart—1, 1¼, 1½, 2, 2½, 3½—Stewart Motor Corp., Buffalo, N. Y.
Transport—1, 1½, 2, 3½, 5—Transport Truck Co., Mt. Pleasant, Mich.
Traylor—1½, 2, 3, 5—Traylor Eng. & Mfg. Co., Cornwells, Pa.
United—1, 1½, 2, 2½, 3, 3½—United Motor Products Co., Grand Rapids, Mich.
Walker—½, 1, 2, 3½, 5—Walker Vehicle Co., Chicago, Ill.
Ward—750 lb. to 7 Ton—Ward Motor Vehicle Co., Mt. Vernon, N. Y.
White—¾, 2, 3½, 5—White Co., Cleveland, Ohio.
Yellow Cab—¾, 1¼—Yellow Cab Mfg. Co., Chicago, Ill.

Truck Manufacturers Who Distribute Locally

Acason—2, 3, 4, 5—The Acason Corp., Detroit, Mich.
Ace—1½, 3—American Motor Truck Co., Newark, Ohio (receiver).
Available—1½, 2, 2½, 3½, 5—Available Truck Co., Chicago, Ill.
Betz—1, 2½—Betz Motor Truck Co., Hammond, Ind.
Brinton—1½, 2½—Brinton Motor Truck Co., Philadelphia, Pa.
Buffalo—2, 3—Buffalo Truck and Tractor Corp., Clarence, N. Y. (receiver).
Casco—1—Casco Motors, Inc., Sanford, Me.
Chicago—1½, 2½, 3½, 5—Chicago Motor Truck, Inc., Chicago, Ill.
Clinton—1¼, 2, 3, 4, 5 to 7—Clinton Motors Corp., Reading, Pa.
Columbia—1½, 2½, 3—Columbia Motor Truck Co., Pontiac, Mich.
Concord—1, 2, 2½, 3—Abbott-Downing Truck & Body Co., Concord, N. H.
Corbitt—¾, 1, 1½, 2, 2½, 3, 4, 5—Corbitt Motor Truck Co., Henderson, N. C.
De Martini—1½, 2, 3, 4—De Martini Motor Truck Co., San Francisco, Cal.
Diehl—1, 1½—Diehl Motor Truck Works, Philadelphia, Pa.
Dixon—1½, 2, 2½, 3½—Dixon Motor Truck Co., Altoona, Pa.
D-Olt—1, 1½, 2, 2½, 5—D-Olt Motor Truck Co., Inc., Long Island City, N. Y.
Dorris—1, 2, 3½—Dorris Motor Car Co., St. Louis, Mo.
Eagle—1¼, 2—Eagle Motor Truck Corp., St. Louis, Mo.
Fulton—1, 2—Fulton Motors Corp., Farmingdale, N. Y.
G. W. W.—1½, 2—Wilson Truck Mfg. Co., Henderson, Iowa.
Gotfredson—1, 1½, 2½, 4, 5—Gotfredson Truck Corp., Ltd., Walkerville, Ont.
Grass Premier—1, 1½, 2, 2½, 3½—Grass Premier Truck Co., Sauk City, Wis.
Guilder—1½, 2, 3—Guilder Engineering Co., Poughkeepsie, N. Y.
Harvey—2, 2½, 3½, 6, 10—Harvey Motor Truck Co., Harvey, Ill.
Hawkeye—1, 1½, 2, 3½—Hawkeye Truck Co., Sioux City, Iowa.
Hug—1½, 2—The Hug Co., Highland, Ill.
Hurlburt—1½, 2½, 3½, 5, 7—Harrisburg Mfg. & Boiler Co., Harrisburg, Pa.
Independent—1, 1½, 2½—Independent Motor Truck Co., Inc., Davenport, Ia.
Jumbo—1½, 2, 2½, 3, 3½, 5—Nelson Brothers Co., Saginaw, Mich.
Kalamazoo—Kalamazoo Motor Corp., Kalamazoo, Mich.
Kankakee—2½—Kankakee Motor Truck Co., Kankakee, Ill.
Kearns—1, 1½, 2, 3½, 5—Kearns-Dughie Motors Co., Danville, Pa.
Kenworth—1½, 2½, 3½—Kenworth Motor Truck Corp., Seattle, Wash.
Kimball—2, 2½, 4, 5—Kimball Motors Corp., Los Angeles, Cal.
King Zeitler—¾, 1, 1½, 2½, 3½, 5—King Zeitler Co., Chicago, Ill.
Kleiber—1½, 2½, 3½, 5—Kleiber Motor Truck Co., San Francisco, Cal.
Lange—2½, 3½—Lange Motor Truck Co., Pittsburgh, Pa.
Luedinghaus—1, 1½, 2½, 3½, 5—Luedinghaus-Espenschied Wagon Co., St. Louis, Mo.
Master—1¼, 1½, 2½,3½, 5, 5½—Master Motors Corp., Chicago, Ill.
Moreland—1, 1½, 2, 3, 5—Moreland Motor Truck Co., Burbank, Cal.
National—1, 1½, 2½, 3½, 5—National Steel Car Corp., Ltd., Hamilton, Ont., Canada.
Nelson-LeMoon—1, 1½, 2½, 3½, 5—Nelson & LeMoon, Chicago, Ill.
Netco—2, 2½, 3, 4—New England Truck Co., Fitchburg, Mass.
Noble—1, 1½, 2, 2½, 3½—Noble Motor Truck Co., Kendallville, Ind.
Ogden—1, 1½, 2½, 3½, 5—Ogden Truck Co., Chicago, Ill.
O. K.—1, 1½, 2, 2½, 3½—Nolan Truck Co., Okay, Okla.
Old Reliable—2½, 3½, 5, 6—Old Reliable Motor Truck Co., Chicago, Ill.
Olympic—2½—Olympic Motor Truck Co., Tacoma, Wash.
Oneida—2, 2½, 3½, 5—Oneida Motor Truck Co., Green Bay, Wis.
Parker—1, 1½, 3, 3½, 5—Parker Motor Truck Co., Milwaukee, Wis.
Perfection—¾, 1¼, 2, 3, 4½, 5—Perfection Truck Co., Minneapolis, Minn.
Philadelphia Motor Coach—Phila. Motor Coach Co., Phila., Pa.
Pioneer—1—Pioneer Truck Co., Chicago, Ill.
Pittsburgher—2, 3, 3½—Pittsburgh Truck Mfg. Co., Pittsburgh, Pa.
Power—1½, 2½, 3½—Power Truck & Tractor Co., St. Louis, Mo.
Rainier—¾, 1, 1½, 2, 2½, 3½, 5—Rainier Motor Corp., Long Island City, N. Y.
Red Ball—3—Red Ball Transit Co., Indianapolis, Ind.
Rumely—1½—Advance Rumely Thresher Co., Laporte, Ind.
Sandow—1, 1½, 2, 2½, 3½, 5—Moses & Morris Motors Corp., Chicago Heights, Ill.
Sanford—1, 1½, 2½, 3½, 5—Sanford Motor Co., Syracuse, N. Y.
Saurer—6½, T.T.—Adolph Saurer, Inc., New York, N. Y.
Steinmetz—Steinmetz Electric Motor Car Corp., Arlington, Baltimore, Md.
Stoughton—1¼, 1½, 2, 3—Stoughton Wagon Co., Stoughton, Wis.
Super Truck—2½, 5—O'Connell Motor Truck Co., Waukegan, Ill.
Traffic—1½, 2, 3—Traffic Motor Truck Corp., St. Louis, Mo.
Triangle—1, 1½, 2, 2½—Triangle Motor Truck Co., St. Johns, Mich.
Twin City—2, 2½—Minneapolis Steel & Machinery Co., Minneapolis, Minn.
Ultimate—1½, 2, 2½, 3, 5—Vreeland Motor Co., Inc., Newark, N. J.
Union—2½, 4—Union Motor Truck Co., Bay City, Mich.
U. S.—1¼, 1½, 2½, 3, 4, 5—United States Motor Truck Co., Cincinnati, Ohio.
Wachusett—1, 1½, 2, 2½—Wachusett Motors, Inc., Fitchburg, Mass.
Walker Johnson—1, 2½—Walker Johnson Truck Co., Woburn, Mass.
Walter—T.T.—Walter Truck Co., Long Island City, N. Y.
Ward La France—2½, 3½, 5—Walker Motors, Inc., New York, N. Y.
Wichita—1, 2, 3, 4—Wichita Falls Motor Co., Wichita Falls, Texas.
Wilcox—1, 1½, 2½, 3½, 5—Wilcox Trux, Inc., Minneapolis, Minn.
Witt-Will—1½, 2, 2½, 3, 4—Witt-Will Co., Inc., Washington, D. C.

SERVICE AND REPAIR DEPARTMENTS

A Straight From the Shoulder Talk on Service

Service Has Become Such an Important and Indispensable Factor in the Promotion of Repeat Order Business and Customers Good Will That No Dealer Can Afford to Slight This Part of His Business. Service and Sales Departments Must Co-ordinate

I HAVE been convinced for many years that bad service can tear down good-will as fast as advertising and sales talks can build it. I am also convinced that most sales managements very seldom look at the Service Department as a sales aid and therefore do not take steps to train the Service Department to become the sales builder it should be.

WHAT is Service? What is Automotive Service? I know there are many among you who have given these questions much thought, too much in fact and I do not think they have come much closer to the right answer than the many worthy men who have spent their lives in finding out what electricity is. We know something about electricity, but there are many service employes who know hardly anything about service. Remember this about Electricity and Service, too . . . . . It has to be given at the right time in right doses.

Put your hands on the third rail and you will touch it no more.

Put too much service on the customer's bill and you won't touch his car any more either.

What should interest us most is not what Service is, but what it can do and what it should do and as it has been my privilege to have had the experience of looking at Service from different angles, I have found out one thing that **the aim of efficient service must be more new car sales.**

The one thing which should be uppermost in every service employes mind is, that the service he gives the customer must be such that the next new car or truck he buys will be of the same make. **The service manager who does not realize this can never expect to become efficient or anywheres near it—HE IS ON THE WRONG TRACK.**

Every service station employee should be taught the importance of his or her actions towards the customer. What good is it if you have the best looking girl in town for a telephone operator if she keeps your customer waiting on the wire until he is either half dead from lack of air in the telephone booth or he is on the verge of committing murder or suicide from the lack of attention on the part of your operator.

WHAT make of truck will the owner buy next time? Is he satisfied with the service you rendered, with the maintenance costs and with your organization?

How important is service to sales and should the sales and service departments co-ordinate?

Henry M. Holt, Brooklyn, N. Y., dicussed these questions at the meeting of the Automotive Service Association of New York last month. Formerly service manager of a factory branch and a pioneer in the flat rate, he is well qualified to answer on these questions. He is now sales manager of Willys-Overland, Inc., Brooklyn. Throughout his talk he refers to cars but the same line of logic will apply to trucks. There is a message here both for the sales manager and the service manager.—Editor.

A thoughtless telephone operator is almost as detrimental to sales as the service manager, who instead of trying to find a way **to win the good-will of an angry customer,** tells him if he doesn't like the way he runs the place, he can go elsewhere for service.

As a fitting punishment for their crime, that service manager ought to run away with the telephone operator and get married.

Many service managers go around with a chip on their shoulder—they are at war with the sales department and look upon the salesmen as something which has been put there to add to his daily troubles. A service manager with such thoughts is not only useless but a destroyer of sales.

It has been estimated that it takes about fifteen men one day to make a car—it has also been estimated that one knocker kills six sales. These figures should be kept in mind, for when you find out that one of your customers have bought a new car of another make because of the unsatisfactory service, just remember that you have not only lost a customer and six future sales, but you have robbed fifteen men at your factory of the chance of making a living for six days and if each man at the factory has a family depending upon him and if the grocer, the butcher and the baker cannot be paid as there is no money coming in, you can see for yourself how far reaching the effect is.

The Factory's Viewpoint

Have you ever asked yourself why the factory maintains service? In order to fully understand that question, we must first know what the factory is in business for. Every automobile manufacturer is in business primarily to make and sell new cars. Therefore service stations are maintained to keep cars in such condition

so that more new car sales will be made. Service keeps them sold and the number of return sales is a reflection of the service given.

Service on a car begins before the car is delivered—it begins at the factory. No engineer is today overlooking that fact. The local service departments responsibility to the sales department begins when the new car is being made ready for delivery and the service manager under whose jurisdiction I believe such conditioning should come, should make sure that a competent man has charge of such work.

Nothing will more quickly destroy a car owner's faith in a product and nothing will so quickly put a damper on a car owner's willingness to boost a car and help selling more of them than when an owner finds out that his new car was not in a condition to be delivered and that nuts and bolts were literally dropping off from the first day he took the car out. Make sure, as sure as you can, that the new car is delivered right.

It is only natural the owner of the new car should come to the salesman who sold him the car with his troubles, but it is very unnatural for the service manager to get offended at the salesman when this individual tells him about it. When a salesman comes to the service manager with his owner's tale of woe, the service manager, if he is on the job, will thank the salesman for the favor, for a favor it is. You then have a chance to show a complaining customer what you can do for him. Get him into your office—sell him on the idea that you are there to give the best service possible. Then **KEEP YOUR WORD** and live up to what you told him.

It is expected of every service manager to satisfactorily adjust a complaint, but it takes a good service manager to reduce the number of complaints to a minimum by getting rid of the cause.

You may say that it is easier to say it than do it. That's quite true—for to make the service station employes understand how important they are from the smallest grease ball to the shop foreman takes work—hard work on the part of the service manager. But, it can be done and it must be done if you want your company to stay in the new car selling business.

How would I do it, well I'll tell you . . . . . First of all I would make up my mind as to what my own job should be. It may sound harsh to say that, but there are many service managers to day that haven't found that out yet. Secondly, I would let the men that work with me know what their jobs are. Thirdly, I would check up the whole works and see that the place is running properly. That is all there is to it, and it is an old method and I doubt very much if it can be improved upon. One of our pioneer railroad builders divided management into three principles, organization, deputizing and supervising.

You have to organize any department before you can expect it to function properly. Then you have to deputize or delegate the various duties to men you think can be of help to you—don't make the fatal mistake and try to do it all yourself. And, finally you the boss of the job has to see that the whole thing keeps on the right track. You may study management in all its branches and it is the right thing to do for a man that wants to go ahead, but you cannot improve very much on the three principles just mentioned—one thing is absolutely certain, you can't do justice to yourself or your company without them.

Why is it that so many service managers omit holding conferences with their department heads? Why is it they don't get together more often? I have asked myself that question many times and I think it would be a proper question for every service manager to ask himself that question when he starts work tomorrow morning. Try it this week, get your department heads together, tell them about your company, get them interested. Tell them they are a part and an important part of one of the biggest industries in the world. Tell them that this industry, their industry will grow and grow and nothing on the earth can stop

Henry M. Holt

it. Work up enthusiasm in yourself, get your men enthused. Work yourself into a Divine rage if you have to and if you can start with yourself first then tell your men, but tell them—that's the main thing, tell them and tell them this week.

You have heard the word "Gentlemen" used very often still there are thousands of people who have heard the word yet have only a faint idea what it means. But, there is something a gentleman and service station should have in common—they should be clean both inside and outside, as clean as possible so that when Percy Chamberlain's lady in white comes to your service station she may find the place such that the next new car she buys will be from you.

Not since the automobile was first put on the market has anything that the service station has ever done helped to sell more cars than the flat-rate system. Still it is only a few years since the flat-rate system of selling repairs was not looked upon with favor by many service managers. I remember at one of the National Service Conventions, one factory service manager felt very indignant when it was pointed out that it was going to be the coming practice of selling repairs. He believed that everybody was honest and that the flat-rate system was a blot on their honesty. Well, of course no one doubts the honesty of neither customer nor mechanic, not even taxicab driver, but it has been found a good practice to use a flat rate, especially on taxicabs.

Don't Kid the Customer

Have it understod with the customer, what you are going to do for him and above all, don't try to kid him. Kidding a customer is one of the most effective sales destroyers that the Service Station can employ. I knew a service manager once whose main ambition seemed to be to kid the customers along for ninety days and then charge them for the work they were rightfully entitled to have had done within the warranty period. Do you think that his method sold more cars for the company? It did not, the distributor went broke. He went broke because his service department poisoned the owners.

It has been written "Thou shalt not kill" but a service manager who kids a customer during the warranty period for the purpose of soaking him, later is surely a killer—OF SALES.

If a service manager wants to know what kind of service he gives he should ask the salesmen, their owners have told them. Now, let us spend a little time with the sales department. As you all know there is a keen competition in our industry and a salesman has to be on his toes to bring home the bacon, he is taught to overcome sales resistance but it sometimes takes all the grit and courage that the salesman has in him to do it, so don't blame him if he kicks when he finds out that his own service department gives more sales resistance than anything else.

Sometimes a salesman may try to make a mountain out of a mole hill, but it is a good thing for a service manager to look into any kick that a customer may have.

The salesman who is a chronic kicker is a liability to his own department because as a rule he spreads discontent and a discontented salesforce is a wholesale killer of sales.

The salesman who can't see something good in the service department is generally no good himself. Years of experience has proven that to me. You will never find him on the top, because he has not got the mental make-up to get there.

I know salesmen who are always welcome in the service manager's office and for whom the service employees and the service managers will do all they can to help him make more sales. Why? Ask the salesman who sells the most cars—he knows. He has caught on to the secret of getting on with people.

The salesman who has not learned to establish a friendly relationship between himself and the service organization knows only half of his job. That goes for the sales manager too.

You have heard of the salesmen who often use the expression, "Oh, the service is rotten." Well unfortunately he is in most cases the man who sells the least

number of cars—how can it be any other way? It's only when a salesman believes in himself, his sales manager and his service organization, that he can go out and put it over.

A service department can be made a sales gold mine if the salesmen will only take the trouble to go prospecting there. To the sales manager who daily tells his salesmen to go out and dig up new prospects, to him I would say, "Seek and ye shall find" prospects in the service department.

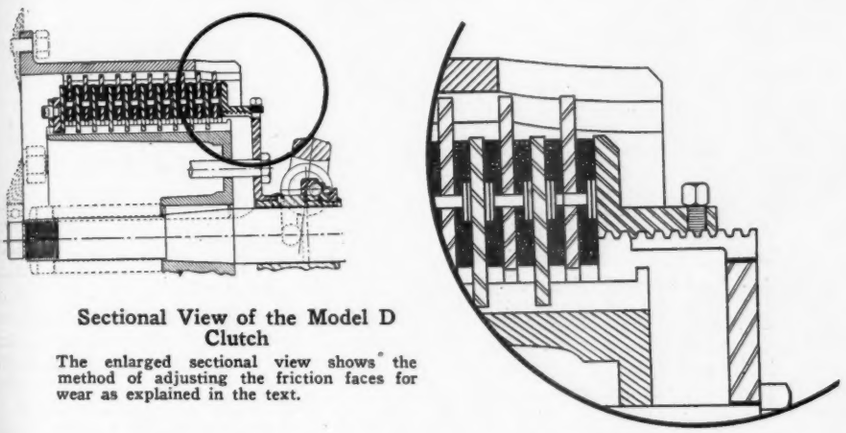
Sales managers spend much time and efforts in teaching salesmen how to sell cars but how much time does the average sales manager spend on the service manager to make him understand something about the sale of new cars. How often do they get together for a friendly chat about the value of the right kind of service as an important factor in selling new cars. I'll wager that some sales managers have never given it a thought.

The art of salesmanship is just as important to the service manager as it is to the salesman, and when the salesforce is sold on the service you will find that the service manager is a man who understands the value of salesmanship.

To the sales manager I would say get together with service manager, his job is just as hard as yours but it can be made a whole lot easier if he knows something about salesmanship and it's up to you to help him.

To the service manager I would give this advice, "Learn all you can about salesmanship." It is going to help you and and help you a whole lot in your work, and it will help all of you here no matter what your job is. Salesmanship in the service department can have but one result—the sale of more new cars—and the best way service manager can sell himself and his organization to the sales department is to give such service which will help selling more new cars.

Never before has the old saying, "United We Stand" fitted better than it does now, with regards to sales and service, for if these departments try to work separately instead of co-operating as a powerful body with the one aim of making the present car owner stay in the family, the result will be inevitable. That organization will become a corpse in our industry with a tombstone to mark the time and the place when "They also made a car."



Sectional View of the Model D Clutch

The enlarged sectional view shows the method of adjusting the friction faces for wear as explained in the text.

Two New Detlaff Clutches

TWO new multiple disk clutches are now being made by the A. J. Detlaff Co. of Detroit. The Model D is intended for heavy capacity motor trucks, buses, gasoline locomotives and similar applications, and is made in 6 to 10 plate sizes, depending upon the torque to be transmitted. The Model M is a light truck or passenger car type, made in 3 to 7 plate sizes.

Both of these clutches use gear tooth drive throughout, from outer drum to driving disks and from driven disks to inner drum. However, the lighter clutch, Model M, can also be supplied with conventional 3-pin drive if desired.

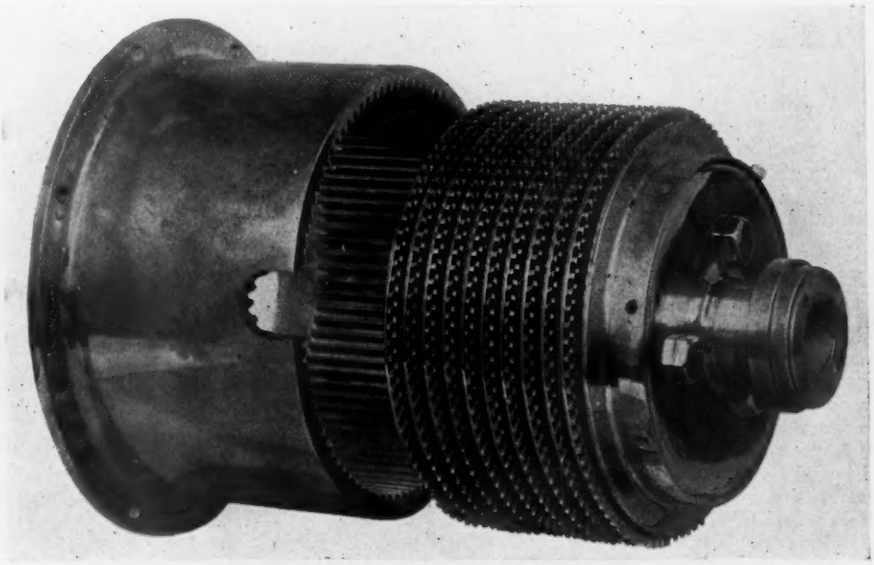
In the 6, 7 and 8 plate heavy duty clutch, Model D, spring pressure adjustment is provided for by means of 3 self-locking bolts, one for each of the three springs.

The 9 and 10 plate sizes are equipped with extra long self-compensating springs, making adjustment at this point unnecessary. All of the Model D clutches are provided with a two piece adjustable pressure plate to allow adjustment to compensate for wear of the friction facings on the disks, and to keep the travel of the throw-out mechanism within nominal limits. The two parts of the pressure plate are threaded together, a heavy square section thread being used.

When the inner section or hub of the pressure plate is held stationary and the outer section or flange is turned one full revolution, the outer section is advanced ⅛ in. on the hub, thus moving the pressure face forward that amount without altering the throw-out mechanism. A total adjustment of ⅞ in. is provided, with a lock screw to secure the adjustment at every full turn or ⅛ in. forward movement. Before the limit of this adjustment is reached an extra driving disk can be added if desired, thus restoring the clutch to its original setting.

Adjustment of the model M clutch is made by means of four self-locking nuts bearing on the central spider. The use of a driving drum is optional with this clutch, as the driving teeth may be cut direct in the flywheel recess if desired.

Both clutches are of the push out type, being pushed forward to release, and both are fitted with angular contact radial type ball bearings to take the release thrust. These bearings have press fitted oil tight covers or oil retainers, and can be lubricated from the transmission or through a separate lead from the exterior of the clutch housing.



The Detlaff Model D 10 Heavy Duty Clutch

For heavy capacity trucks, tractors, buses and gasoline locomotives

American Motor Body to Build Six Wheel Buses

Further developments following the purchase sometime ago by the American Motor Body Corp., of Philadelphia, from the Goodyear Tire & Rubber Co, of a license to manufacture the Goodyear design of six-wheeled chassis for motor buses, include the inauguration of production activities for the first ten buses. Materials for the units have been purchased and production will be pushed at all speed. It is expected that the first vehicles will be on the road late in May. The present schedule calls for a run through of 100 vehicles.

Charles M. Schwab is active in the Philadelphia company and is taking a personal interest in the bus production.

The company is developing one chassis in two wheelbase lengths, a longer one for intercity work and a shorter wheelbase for city work. Both will be single deck DeLuxe type vehicles. The units to be used are: Continental six-cylinder engine, Timken axles; Brown-Lipe gearset; Ross steering gear; Northeast electric system and Budd disk wheels.

Columbia Body to Manufacture Commercial Bodies

The Columbia Body Corp., Columbia, Pa., has been organized to take over the Columbia Wagon and Body Co. whose net assets are reported to be worth $500,000. Michael R. Hoffman, owner of the Columbia Wagon & Body Co. also holds all of the stock in the new company, of which he has been named as president. M. R. Hoffman, Jr., is treasurer and Guy S. Hoffman secretary. George W. Hall, formerly vice president of the Martin-Parry Co. of York Pa. is general manager and sales agent. The corporation will continue the manufacture of horse-drawn vehicles but will bring out a line of commercial automobile bodies which probably will constitute seven-eights of its business.

Trailer Manufacturers Plan Simplification

A definite step toward standardization and simplification was taken by the Trailer Manufacturer's Association at a meeting held on March 25th at the Hotel Statler, Detroit. After consultation with representatives of leading firms engaged in the manufacture of axles, springs and wheels, the members of the Association decided to confine their first efforts to these products. The Association will start immediately gathering blueprints and specifications from trailer manufacturers for use in considering how reductions may be made in the number of types and sizes of axles, springs and wheels.

All manufacturers of these three parts will be asked to co-operate in this work, and after the preliminary steps have been taken assistance will be sought from the Division of Simplified Practices of the Department of Commerce. It is planned to hold the next conference in Detroit on April 22nd.

In order to facilitate team work along standardization and simplification lines the Association decided to admit firms manufacturing trailer parts as associate members.

Ten Leading Export Markets Taking More Trucks

In a survey of ten of the leading foreign markets for American cars and trucks for the year 1923, by the Automotive Division of the Department of Commerce, all but two of the truck markets were found to have taken more than 1000 vehicles and total shipments exceeded even those of the boom year of 1920. Report is also made that the survey indicates that the exports are steadily being distributed more equally to the ten leading countries.

The increase of 1923 over 1920 in the case of trucks shipped to these countries was 24.1 per cent. The figures are as follows: 1923, 18,887; 1920, 15,216. The most notable change in position over a period of 10 years was that of Japan who took 21 American trucks in 1913 and 5,111 in 1923. Large as the latter figure was, it was still slightly under the record for truck shipments to a single country, established in 1920 by the United Kingdom with purchases of 5,202.

Duplex Truck of Lansing Enjoying Good Business

Detroit, March 28.—Duplex Truck Co. is now in production on a full line of models in its new plant in Lansing. The company reports present business larger than early year business for the past several years. There are enough orders on hand, the company reports, to maintain operations in full for some time and it has added a number of men to speed things up.

Reo Motor Car Co. is using the plant bought from Duplex as its bus plant and has already transferred practically all of its bus work.

Gear Manufacturers' Association to Meet in Buffalo

The eighth annual meeting of the American Gear Manufacturers' Association will be held April 28-30 at the Lafayette Hotel, Buffalo. Among the speakers will be J. C. McQuiston, manager of the publicity department of the Westinghouse Electric & Manufacturing Co., who will talk on "Advertising as an Investment to the Gear Manufacturer."

Sandow Buys Assets and Good Will of Kalamazoo Motors

The Sandow Motor Truck Co. of Chicago Heights has purchased from John L. Carey, receiver for the Kalamazoo Motors Co., the assets and goodwill of that company and will move the entire stock of merchandise on hand to Chicago Heights in the near future. The service of all trucks will be continued.

Dart Truck Company Bought by Waterloo Business Men

The Dart Truck and Tractor Corporation of Waterloo, Iowa, was sold at a receiver's sale on March 19th, at Waterloo to a company of Waterloo business men, and in the future will be operated as the Hawkeye Dart Truck Co. The new officers are A. H. Caward, president; W. B. Caward, vice-president; H. S. Caward, treasurer, and H. C. Wurster, secretary.

This purchase represented about $28,000 worth of machinery and all office fixtures and equipment and about $75,000 worth of parts and tools, such as Timken bearings, Continental motor parts, wheels, cabs, etc.

The Dart Truck and Tractor Corp. was established in 1890 and is well known in the middle west.

A. H. Caward, president of the new company is also head of the Hawkeye Oil Co. He has built up a very successful business with Waterloo as headquarters.

Crandall Made Receiver of Transport Motor Truck

Roland Crandall of Chicago has been named receiver of the Transport Motor Truck Co. of Mt. Pleasant, Mich., by Federal Judge Tuttle. The proceedings were instituted by the First National Bank of Chicago, the Goodyear Tire & Rubber Co. and the Old National Bank of Grand Rapids. The company is five years old and is declared to be solvent. Bills amount to $400,000 and officials say they have been offered $350,000 for the company. There are 2100 stockholders.

Claim Against Republic Said to be Cancelled

The Security Trust Co. of Detroit, receiver for the Republic Truck Co., has received unofficial advices that the Government claim of more than $400,000 against the estate of the Republic company has been cancelled and that in addition a refund of $50,000 for over-assessment is to made. Of this amount of $50,000 approximately 25 per cent is due the Republic estate, the balance going to the Torbensen Axle Co., of Cleveland, at one time a Republic subsidiary.

Over Seventy Thousand G. M. C. Stockholders

The General Motors Corp. now has more stockholders than at any time in the history of the organization. This total, as was evidenced March 12, when dividend checks were mailed, was 70,009 in comparison with 68,063 at the end of the fourth quarter of 1923, 68,281 in the third quarter and 67,417 in the second quarter. The increase comes among the holders of common stock, which has increased from 46,587 to 48,568.

The One Resilient Metal Wheel

BUILT by a remarkable process from a rolled-steel I-beam, the Bethlehem Wheel combines the tremendous strength of rolled steel with the ability of rolled steel to "give" under stresses. It is the one metal wheel that is resilient.

The Bethlehem Wheel helps to cushion road shocks and reduce destructive, costly wear and tear. It lessens wear and tear particularly on those vital parts which the springs afford no protection—the rear axle, differential, and drive shaft. It takes part of the burden off the tires, too, and adds to tire mileage.

The Bethlehem Wheel means fewer repairs and longer life for both tires and chassis, and consequently lower cost of operation. It is contributing substantially to the serviceability and economy of thousands of good trucks in everyday usage.

BETHLEHEM STEEL COMPANY, General Offices: BETHLEHEM, PA.

Sales Offices in the Following Cities:

Philadelphia Washington Buffalo Cleveland New York Baltimore Pittsburgh
Boston Cincinnati Chicago Detroit St. Louis San Francisco Atlanta

BETHLEHEM ROLLED STEEL TRUCK WHEELS

Government Announces Gross Weight on Motor Trucks

The question of how heavy a truck may be loaded has at least been settled in so far as the Federal government is concerned, and the government's action, it is expected, will have its influence on state regulation of truck loading. The question was under discussion for several weeks before the Senate Committee on the District of Columbia, testimony being secured from highway engineers, the U. S. Bureau of Public Roads and from representatives of the Motor Vehicle Conference Committee, representing the A. A. A., the N. A. C. C., the National Automobile Dealers' Association and the Rubber Association of America.

The law as finally drawn limits the gross weight of vehicles including body and load to 28,000 pounds, provided the width of the vehicle, including load, is not more than eight feet, or more than twelve and one-half feet high and thirty feet, including load, long.

The recommendations of the Motor Vehicle Conference Committee, representing not only the truck user, but the manufacturers as well, were incorporated in the law. The Uniform Motor Vehicle law, which was drafted by the Motor Vehicle Conference and which is recommended for adoption in all of the states, provides a weight restriction of 28,000 pounds gross weight, distributed not more than 22,400 pounds on one axle, nor more than 800 pounds per inch width of tire measured between the flanges of the rim.

Thomas H. MacDonald, Chief of the Bureau of Public Roads, told the Senate Committee, during the course of hearings, that the question involved is not so much that of gross load as of weight concentrated on one wheel, and how much weight is concentrated per inch width of tire. The model law, he said, would be a regulation of the wheel load rather than a truck load. "If we regulate the wheel load to a maximum load so that it is not too heavy for the road to bear structurally and then limit the pressure per inch width of tire so it will not deform the surface we have accomplished the purpose without necessarily fixing the maximum load to be moved at all," he testified.

In ignoring the recommendation that no weight limit was essential to a good truck-loading law, the Senate Committee, expressed as its belief, that the amount should be written into the law as an expediency and thus not leave to the individual truck owner the duty of computing his truck load on a basis of so many pounds per axle on a given width of tire measurement.

The law as applicable to the District of Columbia further provides that every motor truck shall be marked on each side in letters three inches high and of a contrasting color to show the combined gross weight in pounds of the chassis, body and maximum load that the manufacturer certifies the truck is designed to carry.

Rubber Association Collecting Important Data

New York, March 31.—Carrying out its plan of inventorying the stocks of the retailers, the Rubber Association of America has sent questionnaire to 120,000 tire dealers asking for authentic data as to the number of pneumatics and solids and inner tubes on their shelves. It is expected that all of the returns will be in by April 10.

Approved by the National Automobile Tire Dealers' Association, which is cooperating with the Rubber association, this statistical activity should be of material assistance to manufacturers in enabling them to plan their production schedules. When the new system is working and quarterly reports secured, comparisons will be possible that will benefit both maker and dealer.

In the questionnaire sent out the tire dealer is asked to report not only his stock on hand but also inform the Tire Manufacturers' Division, which is conducting the survey, if accessories are also sold; if gasoline and oil are handled; if general hardware is sold; if automobiles are sold; if tires are vulcanized and if tires and tubes constitute the major part of the sales.

G. M. T. Company Experiences Big Production

Sales of motor trucks during the first two months of 1924 by the General Motors Truck Co. have exceeded all previous records for the same period. The demand has been so great that the company has more unfilled orders on hand than it ever did in any previous March.

According to Vance H. Day, General Sales Manager, the total number of orders received by General Motors Truck Co. during January and February this year was 21 per cent greater than orders during the same two months in any preceding year.

"Improved business conditions," said Mr. Day, "greater use of motor trucks in all lines of industry and the elimination of discarded war equipment by the government from competition are three sound reasons why truck sales in 1924 should break records."

Mr. Day also announces the opening of a new factory branch in Cleveland to take care of the rapidly expanding business in that territory. The branch has 20,000 square feet of floor space and is equipped with everything necessary for the servicing of GMC Trucks. O. W. Crawshaw, district sales manager, is in charge of the branch.

Perfection Gear Now Making a New Line

The Perfection Gear Co. of Chicago, which is exclusively licensed to manufacture gears from formica, is now in production on a complete line of steel differential drive gears and pinions in addition to its line of formica timing gears. This company reports a rapid increase this year in its replacement gear business.

Mid West Grinders' Association Getting Results

Constructive plans for handling an increased volume of business for 1924 was the keynote of a two day meeting of the Mid West Cylinder Grinders' Association at Omaha, Neb., recently.

Representatives of cylinder grinding and motor rebuilding companies from eight states took an active part in the discussions which were led by John J. Fuchs, Jr., president of the Mid West Regrinders Association and president of the National Association.

It was brought out that since the formation of the Mid West Association its accomplishments along standardization of accounting, shop practices, rates, sales and service, have not only been found of material benefit to each member but have attracted new members to its organization. So effective has been this work that practically every meeting has representatives from other sections of the country who attend with an idea of organizing in their part of the country. Announcement was also made by representatives from the Peoria Machine Works of Peoria, Ill., that an association would be formed there in the near future.

Des Moines, Iowa, was chosen as the meeting place of the Mid West Association in June.

Arrangements for Refinancing Continental Are Completed

Arrangements have been completed for the refinancing of the Continental Motor Corp. According to executives, the company will be prepared to go back to a dividend-paying basis within a short time.

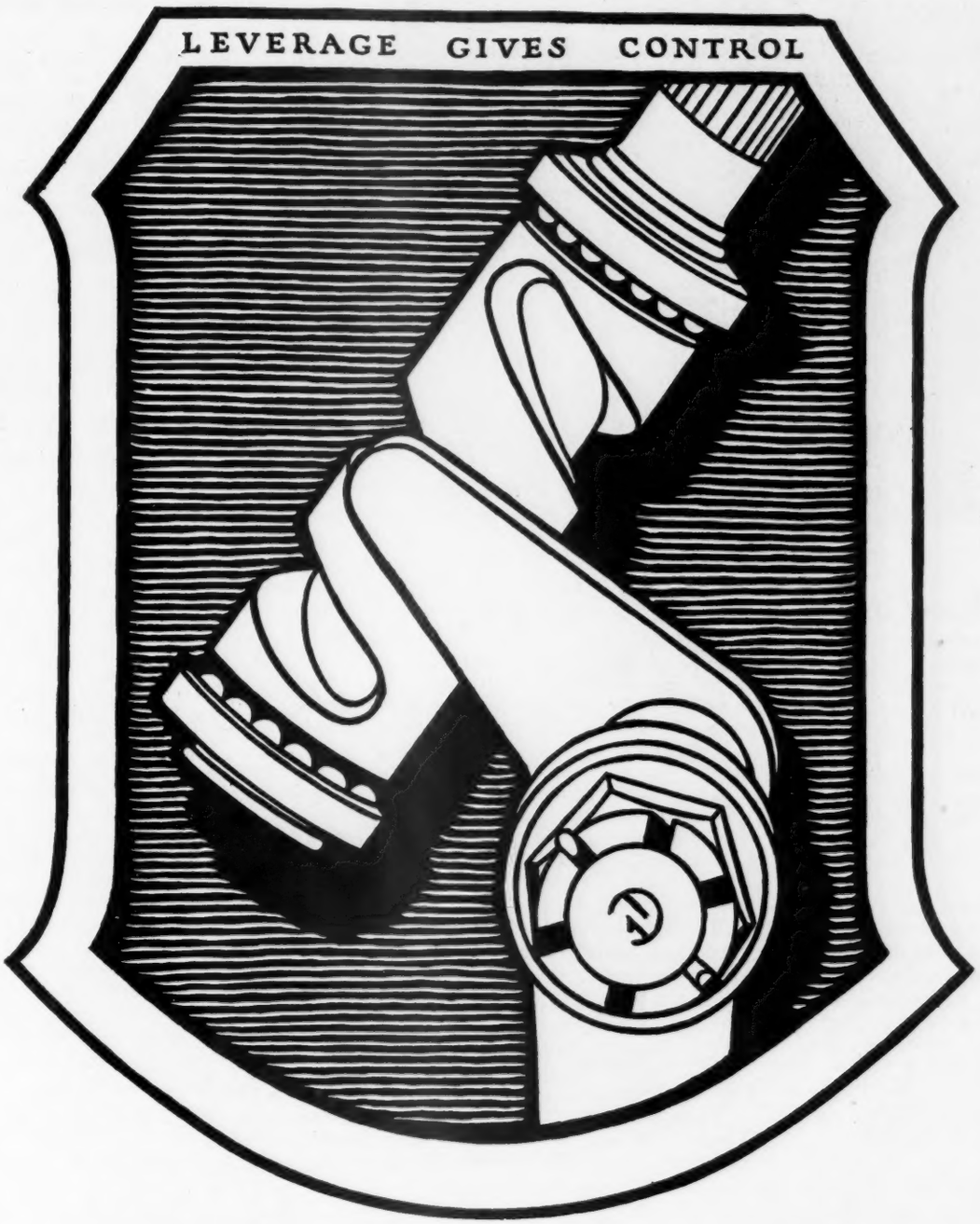
The business outlook is reported by the Continental company as at its best. More business is being offered than can be accepted and this condition promises to hold true for a large part if not all of the year.

Well-Known Detroit Bearing Companies in Merger

The Muzzy-Lyon Co. and the Federal Bearing & Bushing Corp., both of Detroit, have merged into a new corporation to be known as the Federal Mogul Corp. The new name is derived from the trade names of the products of the two former companies.

Plants of both companies will be continued, giving a combined manufacturing space of more than 100,000 feet. No new financing is to be undertaken in connection with the merger as the capital of the new corporation is declared ample.

Officers and directors of the Federal Mogul Corp. are made up from the personnel of the former companies. J. H. Muzzy will be chariman of the board; Lloyd P. Jones president; H. Gray Muzzy vice-president; David W. Rodger secretary and S. C. Reynolds treasurer. The officers and H. W. Grant, F. C. Heath and C. R. Murphy comprise the board of directors.



PROGRESS IS INEVITABLE

New standards of ease and certainty have been reached in the *starting* and *stopping* of motor vehicles. Ross now does as much for *steering*.

Ross Gear & Tool Co., *760 Heath St.*, Lafayette, Ind.

ROSS

CAM *and* LEVER STEERING GEARS

EASIER STEERING LESS ROAD SHOCK

New Hotel Bus on a Moreland Chassis

A Motor Bus of Unique Design

This motor bus has just been placed in service by Messrs. Hart Bros., of the Rosslyn Hotel of Los Angeles and is used primarily for carrying passengers to and from the railroad stations and the hotel.

The body design combines the "modern" with a suggestion of the old English stage coach effect of Dickens' period. The body has a seating capacity of fifteen passengers inside and thirteen outside, in addition to the separate compartment for the chauffeur and footman. There is also an enclosed compartment inside for small baggage.

The cushions are of Moorish grain leather, of bronze green shade. In addition to the regular spring cushion seats, individual air cushions are provided giving an ottoman effect in appearance. The flooring consists of inlaid block linoleum, imitating marble finish. The body is cadillac blue, with a band of light navy blue. Wheels are blue with light navy blue strips. The frame apron, as well as the body from the window sashes up, is black. Handrails are nickel-plated. Special crank type nickel-plated window lifts are provided for the extra wide plate glass windows.

Note the Rear Platform

The rear platform has the appearance of a Pullman observation platform, with a side, as well as a rear entrance with folding platform steps.

The power plant is a Continental engine, with special aluminum pistons and duralumin connecting rods, which together with the special camshaft, gives the required valve timing for the vibrationless high speed engine.

The radiator is of the Moreland sectional type, having an aluminum head, other units are Timken axles, and the Ross special cam and lever steering gear. The body is mounted on the Moreland Standard bus chassis.

The Selden Pacemaker

The new 1-1¼ ton Pacemaker model of the Selden Truck Corp., Rochester, N. Y. can be equipped with either a four or six cylinder engine, depending on the particular kind of delivery work which is to be done. A four cylinder Hercules, 4 by 5 in. engine is used for city delivery work, and when so equipped the list price is $1575 f. o. b. factory. A Continental six cylinder 3⅜ by 4½ in. engine is used for deliveries to the outlying districts and when so equipped the price is $1725.

In both cases, standard equipment includes electric starting and lighting, speedometer, Motometer, Alemite chassis lubrication, set of tools and jack, hand tire pump, running-boards, pneumatic tires and full set of fenders.

In designing this truck, all units were selected with the thought in mind that both sizes of engines were to be used. Drive from the engine is taken through a Brown-Lipe dry plate multiple disk clutch and three speed gearset and from there through a two-part propeller shaft supported at its center on a ball bearing.

The ¾ floating rear axle is a bevel gear drive type with a single piece pressed steel housing and single weld. The frame is of pressed steel, 3/16 in. thick and 5⅝ in. deep.

Tires are 34 by 5 both front and rear. The wheelbase is 144 in.; and the tread 56 in. Body weight allowance is 950 lbs., the company supplying either a standard express with canopy top, platform stake and rack types at extra cost.

Ten Per Cent Selling—Ninety Per Cent Keeping at It

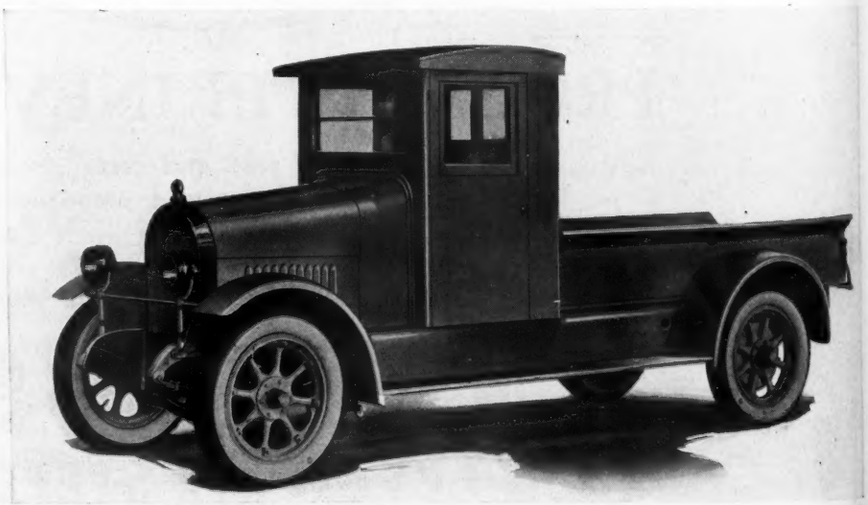
(*Concluded from page 24*)

When it comes to actual selling, Mr. Casey says, the main thing is to know one's own product and the products that are in competition with it. The next thing is to know every one who is likely to influence the sale in any way and, if possible, have them all on one's side. Overlooking some minor character in the organization may cause him to feel slighted and to recommend a competing product.

On Truck Discounts

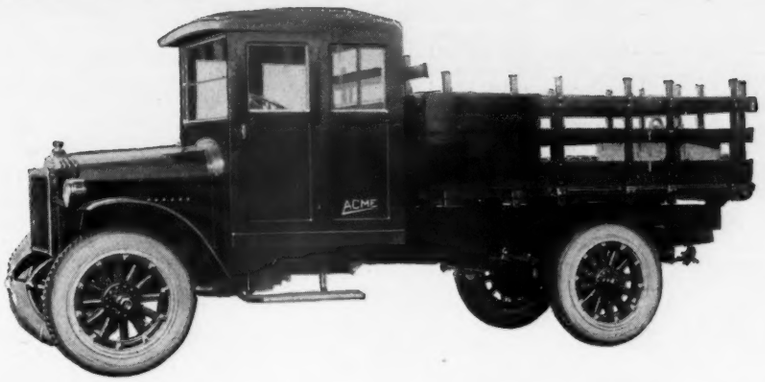
The discount on the White truck does not allow the distributor to offer more for a used truck in trade than it can be sold for, Mr. Casey insists, and the White Motor Truck Sales does not do wild trading. Last year it took in and sold a considerable number of used trucks and, after paying the used car manager's salary and the salesman's commission, together with such minor repairs as were made on the trucks, showed a very small profit on them, which is as it should be.

On the other hand, Mr. Casey emphasizes the fact that to be successful, the distributor or dealer must be prepared to give good service and he insists that his company does so.



New 1¼ Ton Pacemaker Model Just Introduced by the Selden Truck Corporation

ACME



Announcing
The ACME SPEED "SIX"

DEALERS are rapidly piling up sales with the New Self-Starting Acme Speed "Six." Designed for the "92% Market" for 1½ ton and less—the lighter truck market, where 92% of the truck sales were made last year—Acme Speed "Six" has made an extraordinary showing for dealers everywhere. It sells like a passenger car and here is the "why" of it!

1st—Acme Speed "Six" is built of real truck units, by a heavy duty truck manufacturer who has used heavy duty principles in building the latest, fastest selling unit of the Acme Line.

2nd—Acme Speed "Six" carries a pay load of up to 3000 lbs. and its exceptionally rugged construction gives it a life of ***5 to 7 years,*** instead of the 1 to 2 years of ordinary light trucks.

3rd—It handles with passenger car ease and flexibility—with remarkable power and economy. A six cylinder motor of 56 brake test horse power gives Acme "Six" a speed better than 35 miles an hour unvaryingly, and ***produces no vibration even at 2500 revolutions per minute.*** It is equipped with starter, electric lights and generator. It has every well-known Acme quality of permanent performance plus swiftness and durability.

Passenger car dealers with the Acme Speed "Six" and the rest of the Acme Line, can average 7% or 8% profit, or better, instead of last year's 3% average, because overhead remains practically constant while the sale of Acme Trucks jumps the net profit.

The gross profit on the average sale of the Acme Speed "Six" and equipment exceeds that of passenger cars in the $2000 class.

Try out the Acme "Six" and you will see its sale possibilities as you drive it fast and slow, over good roads and bad.

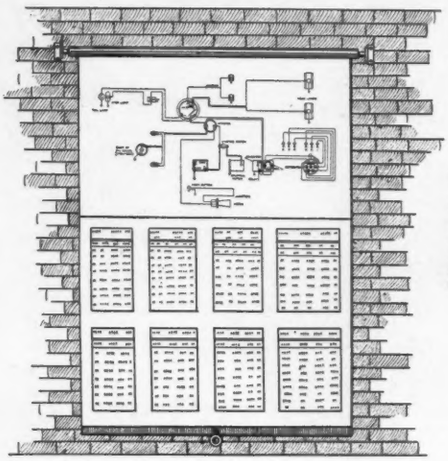
You will want to write, wire or phone for information on our new exclusive dealer franchise and further information about the truck. Do it today.

ACME MOTOR TRUCK COMPANY
530 Mitchell Street **Cadillac, Michigan**

"Acme Covers the Whole Field of Trucking Needs with the Balanced Acme Line"

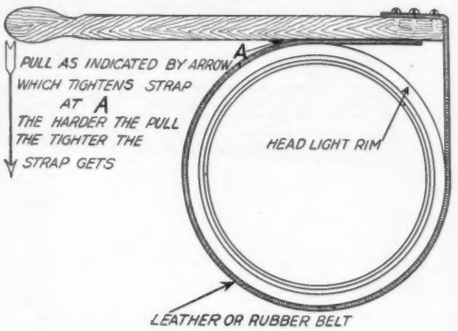
ACME
THE TRUCK OF PROVED UNITS

SHOP HINTS



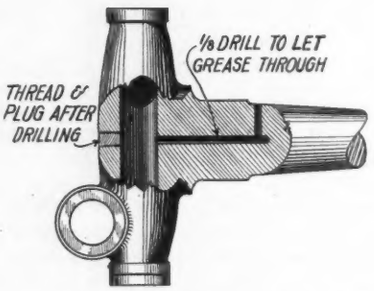
Handy Shop Data Holder

A standard window roller shade can be used to protect wiring diagrams, tables of sizes and other useful data used in a repair shop. When not in use it can be rolled up.—W.



Headlight Rim Remover

For removing headlight rims, gas tank caps, radiator caps, etc., the above device will prove effective. An ordinary leather or rubber belt fastened to the end of a wooden handle by means of screws is all that is needed. The other end of the belt is free.—F. J. W.

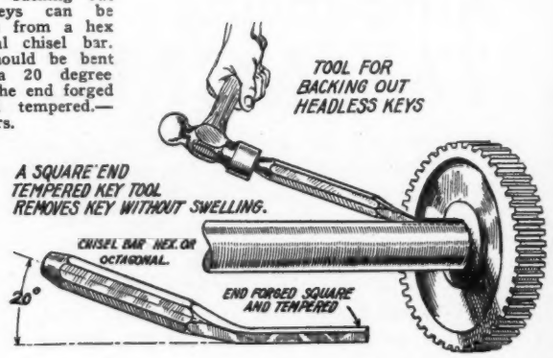


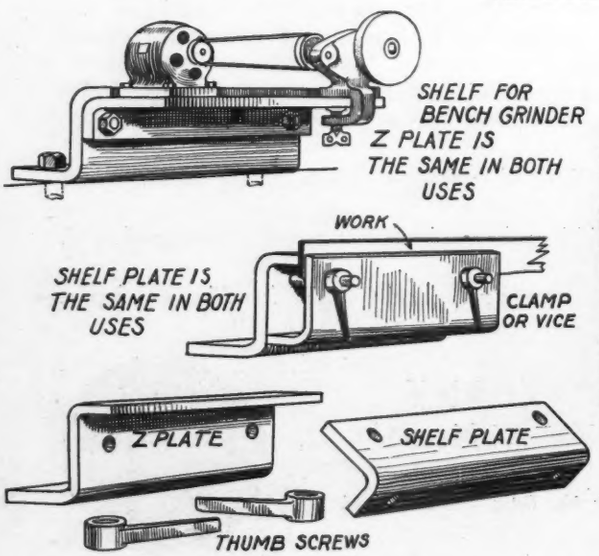
Greasing Wheel Bearings

To grease the front wheel bearings of a Ford without removing the wheels from the car, drill the spindle as shown above and plug up hole. A pressure grease gun applied to the connection on top of the king pin will force grease into the wheel bearings as well as to the spindle bushings.—Floyd S. Shook.

Tool for Removing Keys

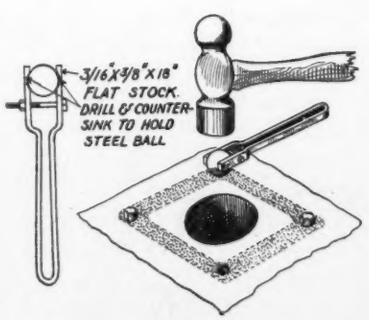
A tool for backing out headless keys can be easily made from a hex or octagonal chisel bar. The bar should be bent at about a 20 degree angle and the end forged square and tempered.—G. A. Luers.





Fixture for Shop Bench Operations

This fixture can be used to clamp strips of thin metal, for holder bench grinder and many other purposes. Made of ¼-in. steel plate. In mounting the bench grinder a third plate is used which acts as a shelf. If desired the grinder can be driven from a pulley and motor mounted on this same plate.—G. A. Luers.



Novel Gasket Punch

The device shown above can be made of flat stock 3/16 x ⅜ x 18 in., and will hold various sized balls. A light blow of the hammer will cut a clean pattern.—F. J. W.

Ohmer Company Acquires American Taximeter

Culminating several months' negotiations, the Ohmer Fare Register Co. of Dayton, Ohio, has acquired the entire business of the American Taximeter Co. of New York City. The manufacturer of recording devices for use on every kind or transportation car or vehicle, is to be concentrated at the plant of the Ohmer Fare Register Co. at Dayton. Additional machinery and equipment will be installed and more skilled clock and instrument builders engaged.

The Ohmer Fare Register Co. was organized in 1902 as the successor to the Ohmer Car Register Co. and has widely distributed its fare registers for city and interurban railways and its receipt printing and issuing taximeter for taxicabs.

The American Taximeter Co. was started in 1910 as a consolidation of the Jones Taximeter Co. and the Franco-American Co. This company has also been a large manufacturer of the Dreadnaught Hub-O-Dometer, a mileage recording device that is installed on the hub of any vehicle and the Dash-O-Dometer, an instrument devised to provide an accurate check on operating expenses of motor transports. This latter instrument will fill the needs of one branch of the commercial vehicle industry for which the Ohmer Truck Auditor is not intended.

While most of the manufacturing formerly conducted at the New York plant of the American Taximeter Co. will be transferred to Dayton, the office, sales service and supply distribution headquarters for the eastern division of the Ohmer Fare Register Co. will be retained in the Locomobile Bldg. at 16 West 61st St. at Broadway, New York City.

Electric Truck Joint Exhibit for N. E. L. A. Convention

Believing that a joint exhibit will do a great deal more than individual showings to emphasize that the electric truck manufacturers are primarily interested in selling electric truck transportation for that class of work to which it is best suited, and that they are standing together to impress the central stations with the importance to them of a battery charging load, the National Electric and Lighting Association announces an electric truck joint exhibit to be held in conjunction with the annual convention at Atlantic City, N. J., May 19 to 23.

The forepart of the joint exhibit, covering an area of 105 x 34 ft. will be devoted to charts indicating wherein the power companies may accelerate electric truck business by lending their co-operation in terms of sponsorship. This section of the exhibit will further aim to present a better appreciation of the importance of delivery and the logical application of the electric truck, as well as the advantages accruing to the central power companies from a battery charging load.

Co-operating with the electric truck manufacturers, The Society of Electrical Development and the Transportation Bureau, N. E. L. A., are lending their efforts and will conduct that part of the exhibit designed to sell the idea of electric truck transportation. As a background to this general idea material, twelve electric trucks, equipped with a diversity of chassis will be lined up along the full 105 ft. length.

Plans indicate that the Electric Truck Joint Exhibit will be one of the outstanding features of the many displays on the Million Dollar Pier and the manufacturers of these units anticipate new central station sponsorship for electric trucks, where they are applicable, as a result of the activity at this time. Realizing that the central stations are also interested in the users' angle, material will be available to emphasize the cost of deliveries in those industries having short-haul, frequent stop delivery problems.

Santee and Kroh With Chevrolet Company

C. W. Santee and A. R. Kroh, who have been connected for the past five years with the Goodyear Tire and Rubber Co., in sales promotion work have been added to the staff of the Chevrolet Motor Co.

Mr. Kroh is very well known throughout the automobile industry as a public speaker along inspirational and sales promotion lines. He has addressed audiences of automobile dealers, tire dealers, bankers, and civic organizations in every state in the Union and his services have been in constant demand. He will continue to work along this line with particular reference to the development of Chevrolet retails sales and as manager of the Retail Development Division, will create and supervise an organization to extend his work among the 7,000 Chevrolet dealers and their retail selling organizations.

Mr. Santee has been made manager of the Educational Division to carry out the Company's policies to build up its distributive program through education and information of retail salesmen, service men, dealers, and the wholesale organization of the Chevrolet Motor Co. This work will be carried on by means of printed and illustrated correspondence course; prepared especially by the Chevrolet Motor Co. for its own use; also by means of fully equipped service schools maintained at all assembly plants and at the Detroit Headquarters; also by the use of educational motion picture films. The work will further be extended by local meetings addressed by members of Mr. Kroh's organization and by the factory representatives of the company.

The Ward Motor Vehicle Co., Mount Vernon, N. Y., is now featuring some of its electric truck models without battery cradles. These are to be offered at a slightly lower cost, the weight is less and the trucks require less garage space. Other advantages claimed are greater ground clearance, lower frame, more accessible battery and slightly increased battery size.

Battery Manufacturers' Association Organizes

Eighteen battery manufacturers were represented at Chicago, March 21st, at the organization meeting of the Battery Manufacturers' Association, which was held at the Congress Hotel. The need of supporting the battery dealer in constructive merchandising methods was the keynote of the meeting, the basic idea of charging for battery service being unanimously favored. To attain this ideal in the individual battery shop, it was also brought out that local associations of battery men should be fostered and that advertising copy directed to the dealer should deal with this question, while advertising to the car owner should serve to educate the public to pay a fair price for good service rendered.

The following officers were elected: President, D. H. Kelly, U. S. L. Battery Corp.; first vice-president, R. B. Crane, Cooper Storage Battery Corp.; second vice-president, R. D. Mowry, Universal Battery Co.; treasurer, T. A. Bartlett, Cole Battery Corp.; secretary, C. A. Englert, Englert Mfg. Corp.; directors, F. V. Brown, Amplus Storage Battery Co. and A. R. Campbell, Wright Battery Co.

A resolution was passed requesting the management of the National Automotive Service Convention to set aside one day of the May meeting in Detroit for the discussion of problems relating to electrical service.

A membership committee was appointed and their recommendation as to membership was approved. Active members shall be those manufacturers who actually make plates and assemble them into completed storage batteries. Associate members shall be composed of manufacturing companies allied with the storage battery industry, not eligible to active membership.

Ward LaFrance Truck Undergoes Reorganization

There has been a reorganization of the Ward LaFrance Truck Corp., Elmira, N. Y. Ward LaFrance, formerly connected with the LaFrance Truck Corp., becoming president and Joseph G. Grossman, president of the Fayette Motors Corp., the Metropolitan distributor of the truck, secretary and treasurer. They will continue the manufacture and sale of the Ward LaFrance trucks, which will be made in three models—2B, 2½ to 3½ ton; 4A, 3½ to 5 ton; and 5A, 5 to 7 ton. Prices have not as yet been announced.

Stockholders of Hayes Wheel Approve Acquisition

Stockholders of the Hayes Wheel Co., Detroit, have approved the acquisition of the Hayes Motor Truck Wheel Co., Albion Bolt Co. and the Morrison Metal Stamping Co. as proposed through the issuance of new Hayes Wheel Co. stock and its exchange for stock in the companies indicated.

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